Weather

Overcast, improving. The maximum temperature yesterday was 72.1 and the minimum 56.0, the figures for the corresponding day last year being 82.0 and 53.6.

The China Press
大陸報

The Mail Box

MAILS for America and Europe, Bay State, 6 p.m. today.
FROM America and Europe, Str. Emp. of Japan, Apr. 24.
FROM Europe and way ports, Str. Dongola, Apr. 30.

NO. 3288 VOL. XII. Registered at the Chinese P. O. in China" "with special marks privileges for transmission 壬戌年三月二十六日 SHANGHAI, SUNDAY, APRIL 23, 1922 大正十一年四月二十三日 第三種郵便物認可 20 CENTS

ALLIES TURN DOWN RUSS OFFERS FOR RECOGNITION

Proposal To Pay Old Debts Not Accepted

BRITISH PREVAIL

Lloyd George Now Confident Parley Will Succeed

(Reuter's Service)

Paris, April 22.—It is reported from Genoa that the Experts' subcommittee which is considering the Russian reply has unanimously decided on the British delegates' suggestion not to grant the Russian demand for immediate de jure recognition in exchange for Russia's recognition of her debts.

London, April 22.—Mr. Lloyd George's optimism is generally regarded as justified by the terms of the Russian and German replies, which have greatly eased the situation at Genoa. The prospect of a settlement with Russia is most bright as a result of Moscow's changed attitude.

TIMES DISSATISFIED

Papers like the Times and the Morning Post are still very dissatisfied with the situation and the British policy, and the French press is demanding the annulment of the Russo-German Treaty, but most organs and British public opinion take a more moderate view of the situation.

Perhaps the most significant fact respecting the Russian reply is the quiet dropping of their counter-claim. It is believed now, therefore, that there will be no insuperable obstacle to a successful issue of the Conference.

Germany prefers meekly to accept her exclusion from the political commission than to cancelling the Treaty under which she secures certain definite ends.

It is still suggested in certain quarters that some form of a Russo-German military agreement or understanding was concluded, though M. Rakowsky emphatically denies the existence of such an agreement.

RUSSIAN REPLY

Genoa, April 21.—The Russian reply says that if the soviet government is granted full recognition and adequate financial help it is willing to admit the Russian war debts.

They agree to restore all foreign property to owners and where this is impossible to make financial compensation.

The sub-commission of Russian affairs sitting without Germans present, informed the Russian delegation that their reply was satisfactory as a basis of discussion.

The British spokesman said that there was no objection for Richard W. Child, American ambassador to Italy to attend the sessions of the commission dealing with Russian affairs to obtain information for the United States.

London, April 22.—The Genoa correspondent of the Daily Mail asserts that unpublished clauses of the secret Russo-German Treaty pledge Germany to pay in kind £20,000,000 for value received during the German occupation of the Ukraine, to suppress all counter-revolutionary organisations on German territory and not to allow war material to be sent through Germany to the border States, while Russia grants concessions to Krupps for the manufacture of war material at a number of factories in Russia.

Paris, April 21.—The French Delegation at Genoa has written to Signor Facta, the Italian Premier and President of the Conference, protesting against the tenour of the Germans' reply and contesting the legality of the Russo-German Treaty and asking Signor Facta to summon a meeting of the nine signatories of the Allies' Note to Germany.

(China Press Service)

Genoa, April 21.—Facing five hundred newspaper men from nearly every country of the world, Mr. Lloyd George answered the many questions which were brought up by this gathering. He stated that the Germans had accepted the Allies conditions

(Continued on Page '6)

The Great Crisis In China

CHINA today is in the throes of the greatest crisis she has faced since 1911. Wu Pei-fu and Chang Tso-lin, the two most powerful war lords of the North, are concentrating their large, well trained and and well equipped armies at strategic points near the capital. All attempts at mediation seem to have failed, and the final test in their struggle for supremacy, the resort to arms, is at hand. A great battle may be fought any day. The ensuing campaign may last all summer. The fate of China is involved.

THE CHINA PRESS and THE EVENING STAR have spared no expense in the effort to assure their readers of accurate, first hand accounts of the dramatic developments in this great crisis. Mr. Bert L. Kuhn will be with Chang Tso-lin's army and Mr. Josef W. Hall with Wu Pei-fu's. Both are staff men, skilled metropolitan journalists and familiar with China affairs. Watch for their dispatches.

Miss Edna Lee Booker, also of this staff, left on a special assignment several weeks ago, to visit the headquarters of Chang Tso-lin, Wu Pei-fu and Sun Yat-sen. She is the first woman reporter ever to interview Chang Tso-lin. She is by now, if her schedule is maintained at Wu Pei-fu's headquarters, and later will come south, to study the situation from Dr. Sun Yat-sen's angle. Watch for her dispatches.

We have in addition the full services of Reuter's, the Chung Mei News Agency, the Far Eastern News Agency, a special exclusive wireless report and local correspondents covering the districts where development of an important nature, bearing upon the issue at stake, may be expected.

Locally a large and skilled staff of editors and reporters will present and interpret the news. Therefore, if you wish to have a comprehensive and intelligent grasp of this tremendous, and historical, event, you will be well advised to read

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and
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DR. J. R. MOTT SPEAKS MONDAY AT THE LYCEUM

Mass Meeting To Be Held At 5:30 p.m.—Dinner in Evening

Dr. John R. Mott, chairman of the World's Students' Christian Federation, which recently concluded its conference in Peking, will speak at a mass meeting to be held at the Lyceum Theater tomorrow afternoon at 5:30 o'clock.

Besides Dr. Mott's address there will be talks by other members of the "International Team" of the Federation, including one by Maya Das, of India. The meeting is open to the public and all interested are invited to attend.

It is pointed out by those in charge of the meeting that owing to the short stay which the delegates are making here it was impossible to set another date and so it clashes with the reception to Sir Edward and Lady Pearce which is being held at the Town Hall tomorrow afternoon. They point out further, however, that the reception starts at 4:30 and that Dr. Mott's address will not be delivered before 6 o'clock, thus making it possible for those wishing to attend the reception to hear the distinguished leader speak.

DINNER IN EVENING

More than 450 tickets for the dinner to be held in honor of Dr. Mott and other delegates to the World's Students' Christian Conference had been issued up to noon yesterday. The dinner will be given at the Great Eastern Hotel at 7:30 o'clock tomorrow evening. Dr. David Z. T. Yui, people's delegate to the Washington Conference, will preside.

Dr. Mott will be the principal speaker, while six other delegates will give short addresses. The other speakers will be Miss Janet MaClay, representing Great Britain; Miss R. M. Muskrat, of the United States; Mr. Emmanueli Galland, of Switzerland, and Mr. Alexander Nikitin, of Russian. Eleven local organisations will be hosts to the dinner.

BRITISH HEIR QUITS TOKIO, SPENDS DAY IN YOKOHAMA

Unveils Tablet To Allied War Heroes

BALL IN EVENING

Has Dinner With Admiral Kato On Flagship

(Reuter's Pacific Service)

Tokio, April 22.—This morning at 8:40 the Prince of Wales bade farewell to Tokio. The same enthusiastic crowds, including thousands of school-children turned out to show their appreciation of His Royal Highness' visit as filled the streets to welcome him when he arrived. The same galaxy of rank and nobility, including the Prince Regent and other members of the Imperial Family, assembled at the station to wish the Prince bon voyage.

As His Royal Highness rode through the streets, the cheers that filled the air unmistakably proved that by his kindly nature and genuine interest and sympathy he has achieved the same success in winning the hearts of these usually undemonstrative people as he has done in every other part of the world he has visited.

The last greetings over, amid the strains of the British National Anthem and the rousing banzai of the assembled company, the special train drew out, His Royal Highness standing and acknowledging their good wishes.

Arriving at Yokohama, the Prince had a busy day. First, His Royal Highness proceeded to the Bluff to unveil the Allied War Memorial erected by the foreign residents of Yokohama "in honor of the men from the Foreign Communities in Japan who fell in the Allied Cause."

This memorial takes the form of a handsome granite gateway to the Foreign Cemetery on the Bluff, attached to which are two wings of the same material, to accommodate the bronze tablets of names to which the memorial is dedicated.

Of these names, 62 are British, 15 are French and seven are American and appended to each is the rank and regiment and place, date and cause of death of each soldier.

Above the two tablets are the inscriptions in English and French—"in honor of the men from the Foreign Communities in Japan who fell in the Allied Cause" (A la Memoire des Membres des Communautes "etrangers du Japan glorieusement tombe's pour la cause de Allie's)—while below also in both languages are the words—"This Memorial is erected by the Foreign Residents in Yokohama and Tokio."

The ceremony was of the simplest character. On one side of the memorial there was a stand for the Royal party and distinguished visitors, including the Ministers of Foreign Affairs, the Navy and War, the Ambassadors and Ministers of the Allied and Associate Powers, the Governor of Kanagawa Prefecture and other prefectural and municipal officials, members of the Consular Body and others. On the other side stood the immediate relatives of those whose names are commemorated on the memorial. The local Boy Scouts and Girl Guides as well as the members of the ex-service associations were allotted prominent places in the open space in front of the gateway while a naval guard of honor from the British ships was in attendance.

After prayers in English and French, an address was read by the Chairman of the Memorial Committee, Mr. J. Pender Mollison, to which His Royal Highness replied, afterwards unveiling the memorial, which was draped with British, French and American flags. The "Last Post" by the naval guard brought the proceedings to an end.

In the afternoon, the Prince received ex-service men and then visited the Mutsu, Japan's latest battleship, which was anchored in the Bay.

After paying a short visit to the United Club, the Prince dined with Admiral Kato and officers on board the flagship Nagato—a function to which the Japanese Navy has long looked forward, remembering the lavish hospitality shown to their Crown Prince by the British Fleet at Portsmouth last year.

His Royal Highness then attended a ball promoted in his honor by the British residents of the port, at the Gaiety Theater (on the site

(Continued on Page '6)

The Foundling On The Threshold At Genoa — By Arcady

JUDGE T.S.K. LOH APPOINTED CHIEF OF SUPPLY BUREAU

Popular Vice-President Of American Returned Students Honored

Judge T. S. K. Loh, the popular vice-president of the American Returned Students' Club, has been appointed Chief of the Material Supply Department of the Chinese Telegraph Administration, 27 Markham Road, according to an order received here from the Ministry of Communications.

Judge Loh was educated at Wisconsin, being one of the first group of students to be sent by Tsing Hua College to America under the Boxer Indemnity scholarship. After graduation, he served in the Ministry of Justice and was for some time Justice of the Civil Court at Nantao, Shanghai. He has been chief secretary to General Ho Feng-lin, Military Commissioner of Shanghai and Woosung for the last two years. It is understood that he will assume his new office immediately and at the same time remain as head of the secretariat of General Ho concurrently.

Judge Loh succeeds Mr. Kao Ting-en.

Huge Consignment Of Opium Seized On Str. Nanking

(China Press Service)

San Francisco, April 21.—Customs officials here today seized 14,000 tins of contraband opium on the China Mail steamer Nanking which arrived here from Shanghai on April 16.

The opium seized is said to be valued at $20,000 gold.

The Nanking sailed from Shanghai on March 25. No details or the finding of the opium have been received here and it is assumed that it was being smuggled in by members of the Chinese crew or had been shipped disguised as freight.

Pootung Strikers Given Wage Raise; To Resume Monday

A settlement was reached yesterday of the strike of 3,000 workers of the Nikka Cotton Mills in Pootung and it was stated the strikers would return to their tasks tomorrow morning.

The mill employers allowed increases of 15 percent to the lowest paid employes and 10 percent to those working on higher scales of pay. The original demand of the strikers, who walked out ten days ago, was for a 20 percent rise.

4,000 Officials At Reception To Joffre

(China Press Service)

Washington, April 21.—More than four thousand government officials and navy and army officers attended the Army-Navy reception to Marshal and Madame Joffre at the White House this afternoon. Secretary and Mrs. Weeks assisted President and Mrs. Harding in receiving the guests.

Climbers Of Taishan Need Assistance Of The Gods

By Elsie McCormick

(This is the third of a series of articles on Taishan, the sacred mountain of Shantung.)

A Chinese pilgrim climbing Taishan does not spoil the religious efficacy of his visit by using a sedan chair. Even women with silk shoes small enough to make a footprint in a flower-pot hang on to the iron chains and pull themselves up to the highest Lady Temple on their own small foundations. To take a chair would be a form of self-indulgence, and self-indulgence is not a proper attribute for a pilgrimage. Only visitors who are expecting no blessings from the gods dare to take the risk of being carried up the mountain.

After a trip in one of the queer, high-built chairs with a loop of rope for a foot-rest, we are convinced that it is the riders who stand in special need of the protection of the divinities. The passenger is carried sidewise between two of the stalwart Mohammedan bearers who have a monopoly on the chair business of Taishan. These bearers have a way of hurling around every few yards so as to ease the burden from one shoulder to the other—a process to which the passenger is unable to adjust himself even at the end of the five hours' climb. It strikes him with fresh surprise every time it happens. Describing unheralded arcs in the atmosphere is a mild process, however, compared to the events in the two hours of descent.

CHAIR ADVENTURES

Still carrying their passenger sidewise, the chairmen leap down the precipitous Eighteen Flights, placing careless toes on the edge of broken stairs, chatting genially over their shoulders with some of their fellow-professionals, and causing the unfortunate rider to wonder whether he would rather land on a crag in the ravine or on the roof of a rest-house three flights farther down. Usually the passenger clutches the wooden sides of his vehicle as he would the arms of a dentist's chair and gazes in horrified fascination at the stone-paved gulfs opening up below him. He finds himself actually envying the bound-footed women who crawl down step by step, but he doesn't dare to tell the bearers to halt because that would mean attracting their attention, and he knows what lack of concentration can do on that kind of a road. Therefore he sits tight and does a year's worth of aging in an hour.

There is a story that once when Confucius climbed a mountain with a friend, the sage had such clear vision that he was able to see a white horse tied to the city gate of Soochow. By greatly straining his preceptive faculties, the friend was able to make out the same horse, but this supreme effort so aged him that he reached the bottom of the hill, a white-haired and toothless old man. It is our theory that the friend was carried down in a chair, and that it was the strain of the journey rather than of the white horse that ruined his girlish beauty.

THE STONE ROAD

Nobody knows the history of the stone road up Taishan. The tremendous task of paving the long, steep trail with great slabs hewn from mountain quarries is not mentioned in any Chinese chronicle. Sinologues profess no knowledge of this remarkable piece of road-building, except that pilgrims were climbing the mountain as early as 2,000 B. C. and that in 1008 A. D., when the most elaborate imperial retinues made the journey, a wide stone road must have been completed to the summit. The origin of the sacred way of the Taoist gods is as obscure as the early history of the Foochow Bridge of Ten Thousand Ages.

In its lower stages, the road is broad and the ascent gradual. Steps appear in threes and fours, but the continuous flights are found only on the higher levels. For the first two hours of travel, the way, shaded by cedars, follows the bed of a tumbling stream. Glacier-like boulders line the road and cover the ravine. Temples, rest-houses, stone arches and memorial tablets marks sacred spots on the pilgrim highway, perpetuating the legacies left by four thousand years of religious journeys to the summit.

Interspersed with holy places are shops selling incense, ghost money, scrolls, pictures, charms, and other objects essential to a successful pilgrimage. On pratically every fifteen feet of the highway a beggar squats in the middle of the road, the mendicant rights being so carefully parcelled out that the beggars never venture beyond their allotted space. Usually they sit in the middle of the road, wailing, showing their deformities, and ducking adroitly when a chair swings over their head. Some of the palm-extenders are naked children; others are wringled snag-toothed grandmothers who give every indication of having earned a furlough. The variety of the contributions is evidenced by the bits of twine, cigarette stubs, and remnants of lunch that lie in the baskets entwined with strings of cash. All is grist that comes to a beggar's mill, whether the contribution be a bit of broken glass or an ancient tomato can.

BEGGARS ON JOB

The beggars on the lower slopes come to work every morning from Taianfu; those on the higher levels live at their place of business in coffin-like shacks with straw roofs extending about two feet above the ground.

There is no beggar so poor that he can't keep a chicken or two, and a number of them are the proprietors of live pork. Like the New York garment makers or ice-cream manufacturers, their trade is seasonal, the era of concentrated prosperity being confined to the first four months of the Chinese year. The fact that many of the pilgrims vow to give a coin to every beggar on the mountainside makes a place on the highway of Tao as valuable to a mendicant as a shop on Fifth Avenue would be to an American haberdasher. Places on the slope are passed on from father to son, and jealously

(Continued on Page 6)

CHIHLI CONFIDENT OF VICTORY; MUCH AID IS OFFERED

Navy Said To Be Steaming To Chingwantao To Check Mukden From Rear

Special Wire to THE CHINA PRESS

Loyang, April 21.—Uttermost confidence reigns here in connection with the Chihli-Fengtien struggle, which is assuming all the aspect of an ugly internecine war. Chang Tso-lin, the Fengtien chieftain, according to the concensus of public opinion, has incurred the wrath of heaven in creating this unwarranted conflict by his ambitious movements. Chang's acts have drawn the protest of the Diplomatic Body and the condemnation by the public.

When General Tien Chung-yu, the Shantung Tuchun, passed through Tientsin and called on Marshal Tuon Chi-jui, the latter instructed Tien to refrain from helping the Mukden cause. The Anfu desciples are therefore not actively co-operating with Chang.

Chang, as a result, has attempted to solicit peace with the Chihli faction and has appealed to Chin Yun-peng, Pao Kwei-ching and Chow Tze-chi as well as the Provincial Assembly of Chihli to mediate. General Lu Yung-hsiang, the Tuchun of Chekiang, is aware of these events and not expected to give any support to Chang.

A number of provinces are sympathetic with Chihli's position. Foremost among these is Shensi. Tuchun Feng Yu-hsiang is personally commanding the 11th division to enter Tungkwan to aid General Wu Pei-fu. Civil Governor Liu Cheng-hwa has despatched ten battalions to Tungkwan. General Chang Koo-ning is moving his fourth brigade to Kungchow, while he is being strengthened by the brigade of General Hu Chung-yi. All the Shensi forces started on their campaign yesterday.

Tuchun Chao Ti of Honan has completely re-affirmed his allegiance with General Wu. The forces of the Chihli Army which have reached Tehchow, Shantung, number more than 10,000 These are being re-inforced with two brigades from Tuchun Tien. The eighth brigade of General Chin Yun-ao is also completing preparations for the front line offensive.

The secretariat of General Wu Pei-fu has been informed by General Sun Chuan-fang, Inspector-General of Upper Yangtsze, that he is proceeding to Wushenkwan with a full brigade. The navy is also despatching battleships to Chingwantao to check Mukden from the rear.

French Trade Shows Increase

(French Wireless through Reuter)

Paris, April 21.—The French imports for the first three months of 1922 amounted to 5,266,643,000 francs and 11,956,217 metric tons as against 5,895,972,000 francs and 9,914,429 tons for the same period in 1921. Exports totalled 5,368,721,000 francs and 4,644,156 tons as against 5,573,685,000 francs and 4,644,156 tons in 1921.

THOUSANDS OF WAR SCARED CHINESE POUR INTO TIENTSIN

Twelve More Trainloads Of Chang's Troops Pass

S'HAI FEARFUL

Native Papers Here See Menace To Local Interests

(Reuter's Pacific Service)

Tientsin, April 22.—Yesterday, 12 train-loads of Fengtien troops went through Tientsin to Laofa, disorganising the traffic and delaying the Peking trains, which took eight hours instead of three.

Thousands of Chinese are pouring into the concessions with their goods and chattels from the city and from the vicinity of the armies.

Fears that the internecine war threatening in the North will spread to Shanghai and involve Kiangsu and Chekiang troops are expressed in the Chinese newspapers today whose chief news items and editorials are devoted to the impending warfare between Wu Pei-fu and Chang Tso-lin and the political possibilities and probabilities incident to such fighting.

Recalling the trouble that threatened between Tuchun Lu of Chekiang and Tuchun Li Hsun of Nanking near Naziang several years ago various Chinese are freely expressing fears that the present rupture between the two warlords may result in a similiar episode. General Lu Yung-hsiang, Tuchun of Chekiang, who exercises control over Shanghai through his chief lieutenant, General Ho Feng-lin, the Military Governor of Sungkiang and Shanghai, has addressed a circular telegram to the various provinces stating that he is quite in accord with the view of Chang Tso-lin to bring about a unification of China through a conference at Tientsin.

LOCAL FEARS

In some quarters such a statement is taken to have no military interest, but in others the fear is expressed that it means that in case of actual hostilities the Hangchow Tuchun will side with Chang Tso-lin, and thus plunge Shanghai into the vortex of civil war as The Tuchun at Nanking is an adherent of Wu Pei-fu.

Wu Pei-fu has sent another wire attacking Liang Shih-yi and Yeh Kung-cho, according to the local Chinese press, and the possibility of his joining in with Chang for a conference at Tientsin strikes them as being more remote than ever.

In addition to the tieup of railway transportation because of the tearing up of several miles of railway north of Tsinaufu, and the consequent clogging of steamship transportation because of the rush to secure steamship accommodations the question of the food supply is entering into the talk among Chinese now. The Wan Lee, which left for Hankow yesterday, carried 7,000 bags of rice for the Chihli troops, according to the Chinese press, despite the fact that orders against the exportation of rice from Shanghai are still in force.

PRICES MAY SOAR

The opinion is expressed that if Shanghai is drained of its rice now in storage and the supply from the rice producing provinces is cut off as a result of the civil warfare the price here will go beyond all bounds and cause a consequent large amount of suffering.

Chang Tso-lin has promised that every effort would be made to protect the trains on the Peking-Mukden and Peking-Kalgan lines, according to the Chinese press, as a result of a protest said to have been lodged by the Diplomatic Corps in Peking.

Two varying stories concerning the disruption of traffic have reached Shanghai. One report asserts that Wu Pei-fu ordered the rails torn up to make sure that Changs' troops could advance no farther by rail, and that although coolies have been sent to the scene to repair the damage on two occassions Wu has ordered that no repairs be made.

The other report claims that Chang ordered the line cut by the tearing up of rails and blowing up of bridges to prevent the Tuchun of Shantung marching northward against him.

No information has been received at the offices of the Shanghai-Nanking Railway since the original

telegram announcing the cut in the line.

Various prominent Chinese are reported as heading for Shanghai, which they consider the safest place in China, now that blood appears about to be shed. Chao Heng-ti, Tuchun of Hunan, accompanied by his family and carrying 52 boxes of personal effects, is on his way here now, according to the Eastern Times, and others, still in Peking, or Tientsin, will soon be on their way.

SunYat-sen has roused himself and has returned to Canton to rearrange his Northern Expedition plans now that Chang and Wu are at each other's throats, according to the Chinese press. Sun is reported, in a telegram from Hongkong, to have ordered General Chen Chiun-ming to vacate the office of Civil Governor of Kwantung and take the commander-in-chiefship of the Hunan and Kwangse armies. Some trouble arose between Chen and Sun as a result of the order it is asserted, but the report is greatly discounted in Shanghai.

Japan May Take Hand In Contest

(China Press Service)

Tokio, April 22.—Minister of War Amanashi has set forth unequivocally the intention of Japan to intervene in China's internecine war immediately on receipt of information that Japanese in Shantung are menaced by the warring tuchuns.

Not only will Japan protect her nationals in the occupied area, but in the Peking and Tientsin areas as well. The War Minister did not restrict the entrance of Japan until actual damage is done to Japanese property but insisted on the necessity of Japanese intervention in case "quasi-neutral homes and property" are affected by the threatened civil war.

The minister's statement was made to a deputaion from the Kenseikai party which is asking the intentions of the military faction as to withdrawal from Siberia.

No reduction in the Army was possible at present, the minister is reported to have said, not only in view of he Bolshevist menace in Siberia, but the new menace to Japanese prestige in the China civil war. The statement has created a profound impression here.

(Eastern News Agency)

Tsinan, April 21.—Fearing that a secondary effect will be created in the event of hostilities being actually opened between Chihli and Fengtien, leading to a serious diplomatic issue, influential persons of all public bodies here have of late conjointly wired to Chang Tso-lin, Tsao Kun, and Wu Pei-fu, stating to the effect that even if hostilities are opened between Chihli and Fengtien, it is devoutly hoped that Shangtung may be left out of the scope of fighting.

Peking, April 21.—General Wu Pei-fu has given orders to the magistrates of every district in his jurisdiction that each is to raise $20,000 for him and his troops. He has commandeered 200 railway vans of the Peking-Hankow Railway.

Notes On The Situation

Chang Tso-lin telegraphed to President Hsu Friday and stated that he would use armed force against any one who should oppose his plan to call a National Reunification Conference.

Not to be outdone by the verbal expression of desire for a reunification of the nation by Chang Tso-lin, Wu Pei-fu, the Chihli commander-in-chief, is about to issue a manifesto to present his views on how the country may be united. A certain scholar of notional repute has been retained for the essay.

A military conference in Paotingfu decided to transfer Wu Pei-fu to the Inspector-Generalship of Chihli, Shantung and Honan and appoint Tsao Kun as the successor of Wu. The resolution of the conference has been forwarded to Old Hsu.

In reply to the Doyen of the Peking Diplomatic Corps, Dr. W. W. Yen, the Minister of Foreign Affairs, stated that the movement of troops at Tanku did not constitute a breach of the Tientsin Protocol of 1901, because the forces are merely in transit and were not intended to be stationed there.

The Mukden forces within the Great Wall have been reorganised. Sun Li-chen, Tuchun of Kirin, is commander-in-chief of the entire army. Chang Tso-hsiang, commander of the 27th Division, is commandant of the first sector; Chang Hsueh hsiang, second sector; Li Ching-lin, third sector and Chang Chu-ching, fourth sector.

The Red Cross Societies in various localities are preparing to perform relief work in case of actual warfare in the North.

The headquarters of the Peking-Hankow Railway have been moved from Peking to Paotingfu.

The commander of the Peking Gendarmerie, the Mayor of the capital and the Police Superintendent have jointly issued a proclamation forbidding the spreading of unfounded rumors.

Hsia Tung-ho, representing Tuchun Chen Kwan-yuan of **Kiangsi, has arrived in Canton, offering Dr. Sun Yat-sen free passage through Kiangsi on his expedition against the North.**

The leave of absence of Liang Shih-yi expires today. It is reported that he will return to Peking to resume the premiership.

Forty machine guns, 15 field guns and 370 cases of ammunition have been shipped from Wuchang by General Hsiao Yao-man to General Wu Pei-fu at Loyang.

Lu Yung-hsiang's attitude towards the present political situation was clearly set forth in his telegram endorsing the proposal of Chang Tso-lin, the Mukden warlord, to call a reunification comference in Tientsin.

The suggestion of Chi Shih-yuan, Tuchun of Kiangsu, to issue a joint declaration, reassuring the people of Kiangsu and Chekiang that the military authorities in these provinces would not be involved in the clash has been turned down by Lu, because the latter did not wish to "issue repeated declarations and leave a lot of false impressions."

A telegram from Peking announces that Tuan Chi-jui is still at Tientsin according to the Chinese press. He denies having anything to do with the political situation. He states that Chang Tso-lin has sent Li Feng-sung to offer him 10 brigades to be placed under his command and disposal but he rejected the offer and sent Tuan Chih-kwei to Mukden to thank Chang who was disappointed. Tuan added that he had warned Wu Kwan-hsin not to make trouble but he had disobeyed his instructions. Tuan will denounce him, he says. He has already opposed Chang Hsun's attempt to secure the post of Inspector-General of Honan and Anhui. Chang Hsun is still in Tientsin.

Representative Of Big Film Corporation Here On Business Trip

Mr. Howard A. Boyle, sales manager for the United Artists' Corporation, motion picture combination which includes such familiar screen figures as Mary Pickford, Douglas Fairbanks, Charlie Chaplin and David Wark Griffith, the producer, is at present in Shanghai on business for the corporation. Mr. Boyle expects to be in this city for some days and will then visit other points in the East.

Farm Congress Opens In France

(Reuter's Service)

Paris, April 21.—The fourth Agricultural Congress of France opens at Nancy today. Twenty culturists and viniculturists are represented at the Congress.

PEER CRITICALLY ILL

(Reuter's Service)

London, April 22.—Major Lord Leopold Mountbatten has just undergone a serious operation. His condition is regarded as critical.

THE FURNACE IS AT ONCE CRUEL AND TENDER, CYNICAL AND COURAGEOUS-JUST AS LIFE IS. IT WILL BE THE TALK OF THE TOWN.

Call West 189 Ford Hire Service

TWO LOCAL SALT MERCHANTS GIVEN HUGE FUNERAL

A double funeral procession in honor of Chow Fu-chiu, wealthy local salt merchant and his son, Fei Kuo, took place yesterday. Never since the funeral of Sheng Kung Pao, the Minister of Posts during the Manchu regime, has Shanghai seen a more impressive ceremony, which, according to the accountant of the family, cost over $100,000.

Futher and son passed away late last year and their coffins have been lying in state at the home at K1055 Boone Road. Prior to the funeral yesterday, a seven-day service was participated in by relatives, friends, Taoist and Buddhist monks, Lama monks specially brought down Peking and other religious personage.

The funeral yesterday was more than two miles long and took two and half hours to pass a given point. Scores of bands, and hundreds of banners, horses, motorcars, carriages, evergreen ornaments and scrolls were included in the lengthy procession, which passed through Boone Road, North Honan Road, Honan Road, Foochow Road, Thibet Road, Avenue Edward VII, Boulevoud de deux Republique and West Gate. The remains will now rest in the King Kiang Guild until a lucky date is flexd for their burial.

All along the route, the streets were lined thick with spectators, the restaurants and teashops were crowded and seats were at a premium. Much traffic congestion was experienced.

During the preparations for the funeral at K 1055 Boone Road Fridaay night a matshed extending over the roadway erected for the ceremony caught fire and for a few minutes threatened surrounding structures. Two firemen had been stationed at the hong and were able to extinguish the flames before any material damage was done.

B. P. Boy Scouts' Church Parade

The following are amended details for the Church Parade on Sunday, April 23.

Troops will fall in at 10 a.m. in the British Consulate grounds for attendance at the service at Union Church.

The parade will be inspected before proceeding to the Church.

Troops will fall in in the following order:

Public School Troop.
American School Troop.
Thos. Hanbury School Troop.
Cathedral School Troop.
French School Troop.
Jewish School Troop.
The last named will dismiss outside of the Church.
Scouts will not carry staves and will wear sleeves down
Troop flags will be carried.
Officers will wear shorts.

These parades are being held in the British Consulate grounds by kind permission of Mr. C. F. Garstin, British Acting Consul-General.

F. C. MILLINGTON,
Asst. District Commissioner.

ROTH CASE HEARD

Decision is to be given later by U. S. Commissioner F. J. Schuhl in the case of Mrs. Helen Roth who is charged by her husband, L. F. Roth with having made threats to kill and whose trial was concluded yesterday in the Commissioner's Court.

Today's Concert

A particularly interesting program has been arranged for the Municipal orchestra's twenty-ninth symphony concert, which takes place at the Town Hall this afternoon at 5 o'clock. The program is as follows:

1. "SCHEHERAZADE" RIMSKY-KORSAKOW Symphonic Suite after "The Thousand and One Nughts."
   (a) The Sea and Sindbad's Ship
   (b) The Story of the Kalander Princess
   (c) The Young Prince and the Young Princess
   (d) Festival at Bagdad. The Sea. The Ship goes to pieces on a rock surmounted by a Bronze Warrior. Conclusion.

PROGRAM: The Sultan Schahriar, persuaded of the duplicity and unfaithfulness of the women, had sworn to put to death each one of his wives after the first night. But the Sultane Scheherazade saved her own life by means of interesting him in the tales which she told to him during the "THOUSAND AND ONE NIGHTS".

The Sultan kept in thrill and curiosity by the tales, postponed from day to day the execution of his wife, and, at last, decided to renounce completely his blood thirsty plan.

Many marvelous things were told to the Sultan Schahriar by the Sultane Scheherazade. For her tales, she borrowed from the Poets their Verses and from the Folk-songs, their Words—intercalating the Stories with the Adventures, and weaving them all together.

2. (a) PRELUDE a "L'APRES-MIDI D'UN FAUNE"
   (b) CHILDREN'S CORNER
   (a) Serenade for the Doll
   (b) The Little Shepherd
   (c) Golliwog's Cake-Wall
3. SOUVENIRS DE NAPLES:
   (a) Tarantelle
   (b) Chanson Napolitaine

Conductor:
MAESTRO M. PACI.

This program will be repeated on Tuesday, April 25, at 9:15 p.m.

The seventh Chamber Music and Soloist concert will take place Thursday, April 27, at 9:15 p.m.

Britain Offers To Exchange Bonds

(Reuter's Service)

London, April 21.—An announcement has been made of an offer of conversion to holders of 5 percent National War Bonds due on October 1, 1922 and April 1, 1923. They will receive in exchange either 4½ percent Treasury Bonds repayable at par in April, 1932, at the rate of £100 with a cash payment of £4, or 3½ percent Conversion Loan at the rate of £134 3½ percent Conversion Loan for each £100 of 5 percent War Bonds surrendered.

LIANG ASKS LEAVE

(Eastern News Agency)

Peking, April 21.—Liang Shih-yi has once more applied to the President for another 20 days' leave of absence.

Glover's World Renowned Dog Remedies
Send for free book on "Dog Diseases and How to Feed."
H. Clay Glover Co., Inc.
118 West 31st Street
New York, U. S. A.
Agents: Muller and Phipps (China) Ltd.
SHANGHAI

Mr. Leon Friedman Goes On World Trip

Among the passengers sailing for Europe tomorrow morning on the steamer Kashima Maru is Mr. Leon Friedman, Manager of China Motors, Ltd., who is proceeding upon an extended vacation combining pleasure with business. Mr. Friedman, although an American citizen, was born in the town of Jassy in Roumania where a number of his relatives still reside. After spending some time with his family in Jassy he will proceed to various Continental, British, and American cities in the interests of his firm, and will return to Shanghai in the Autumn via the Pacific.

Russian Children On Way To Belgium

(French Wireless through Reuter)

Paris, April 21.—Some hundreds of Russian children will arrive at Brussels at the end of next week. The children have been sent from Moscow by the Belgian Relief Committee.

FIGHTING IN SYRIA

(China Press Service)

Cairo, April 21.—Dispatches from Syria say that there is fighting between French troops and revolutionary factions.

Fighting increased around Jarablas and the French withdrew from Deirezzor after a prolonged battle.

AGE is no indication of eye condition. Many aged people do not need to wear glasses, whereas many children need them at an early age.

Sometimes children, otherwise bright and intelligent, are backward in school on account of defective eyesight which is entirely unsuspected.

Let us test the eyes of your children. Be sure that you know whether or not their eyes are all right.

The Chinese Optical Co.
中國精益眼鏡公司
P352 Nanking Road,
SHANGHAI.

'Y' Men To Confer With Dr. Mott At Hangchow This Week

Dr. John R. Mott, chairman of the World's Student Christian Federation, who is to be in Shanghai for a brief visit, has authorised the calling of a conference in Hangchow of the Y.M.C.A. secretaries who are to be delegates to the forthcoming National Christian Conference here.

It is planned to have delegates leave here by the 1:20 p.m. train Tuesday and return by the train leaving Hangchow at 6:25 p.m. April 27. The purpose of the conference is to enable the secretaries to meet Dr. and Mrs. Mott and Mr. and Mrs. F. S. Brockman, to promote fellowship and to discuss important Association matters.

A Stepping-Stone to Success

Stenography. Many leaders of industry began as stenographers. It is often a short cut to high confidential positions. You can prepare for this work in your own home. There are 293 I. C. S. Courses. Some of them are listed below.

Our office is open between 7 and 9 p.m. on Mondays, Wednesdays and Fridays for the convenience of all who are interested in I. C. S. Training.

.....TEAR OFF HERE.....

International Correspondence Schools
Office 15, 83 Szechuen Road, Shanghai.

Please send me information about the Course I have marked below.

ENGINEERING:	BUSINESS:	
Civil	Management	Architecture
Concrete	Banking	Drafting
Electrical	Stenography	Illustrating
Chemical	Bookkeeping	Navigation
Marine	Accounting	Gas Engines
Steam	Foreign Trade	Farming
Mechanical	Advertising	Plumbing
Mining	Salesmanship	Cotton Spinning
		Cartooning

Name .....
Address .....

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New Arrival

of

Millinery and Sunshades

for the

Spring Race Meeting

Lane, Crawford & Co., Ltd.

Telephone Central 3463

REAL ESTATE SERVICE

Your real estate wants either as to buying or selling will always receive our prompt attention. We are constantly in the market, either as brokers or for our own account.

At present the following properties are listed with us for sale or rent:

Modern house in Frenchtown
Godown space up to 10,000 sq. feet
Residence sites Frenchtown
Factory sites Eastern District
Small Camphor Factory
Office space Central District

Full information concerning these gladly given if you will call at or write to

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15 NANKING ROAD.

We're Open Sundays
As on Week-days
Always at Your Service
CALIFORNIA PHARMACY
155 Avenue Joffre. Phone C. 1805

ASIA LIFE INSURANCE COMPANY INCORPORATED
EVERLASTING AS THE HIMALAYAS

NOAH and his NEIGHBORS

HAVE you thought much about Noah since you used to go to Sunday School? He was the charter member of the "Do-it-now" club. And it is well for all of us that this is true. Six months after the flood it would have been an easy matter to have sold stock in another Ark. But at the time Noah started things, nobody believed that a forty-day rain was at all imminent. So those who were not busy sat around and had fun with the old prophet.

BUT Noah was a big man with a fixed and worth while idea. He had his *mind* made up that it was *going to rain*, and what his neighbors thought, and that they didn't engage staterooms, affected him not at all. Yes, Noah allowed that finally and after a while the rainy season would come along good and plenty—*and it did.*

WHEN it comes to life insurance many of us today are like Noah's neighbors—we don't believe it is ever going to rain. A few think that if it does it will be "only a shower." Others have an idea that the Ark they now carry is "big enough." They don't stop to figure out that while it might have been adequate a year or two ago it is not "Ark" enough today. Some skeptics are hard to convince *that it is going to rain*, even though the sun is out and there are no clouds in the sky. Your work is, like Noah's, to build your Ark *and get it done.* If your neighbors choose to sit around until drowning time, *don't you.* So remember—some day it is going to rain—*are you fully prepared?*

A copy of our prospectus will be sent to you on request.

ASIA LIFE INSURANCE COMPANY, INC.

OPERATING UNDER AMERICAN CHARTER.

Authorized Capital: G$500,000 — Telephone Central 1861 — Capital and Surplus paid in G$150.000

MAIN OFFICE: 15 NANKING ROAD, SHANGHAI.
Agencies in Principal Cities throughout China.

LESS than one year ago OLD MILL cigarettes appeared for the first time in the Far East. They were offered for sale here in the confident belief that a cigarette so carefully and honestly made would appeal to the discriminating smokers of the China Coast. The record of increasing sales shows that our confidence in the cigarette was justified.

TO-DAY OLD MILL is one of the leading brands of cigarettes in China. In some ports it is the leading brand. This success has not been due to premium schemes of any kind. All the money that can be spent on the OLD MILL cigarette is spent on the tobacco of which the cigarette is made. The tobacco, after all, is the only thing that determines the quality of the cigarette. The tobacco in OLD MILLS is pure Virginia leaf with no blends or fancy mixtures.

PRODUCED in large quantities OLD MILLS can be sold at a price that is surprisingly low—a price that gives no indication of the value. We invite comparison of OLD MILLS with the most expensive Virginia cigarettes.

LIGGETT & MYERS TOBACCO CO.

AT HOME MONDAY FOR SIR EDWARD AND LADY PEARCE

An "at home" to Sir Edward and Lady Pearce will be held at the Town Hall tomorrow afternoon between the hours of 4:30 and 6:30 p.m.

The reception is being held under the auspices of the China Association, British Chamber of Commerce, and the St. Andrew's, St. Patrick's and St. David's Societies.

Dancing will be a feature of the affair.

Du Pont Company To Make Change In Operation Here

Dyestuffs Division To Open And Export Company Will Close

The du Pont company announces that beginning May 1 the E. I. du Pont de Nemours and Company Dyestuffs Division, of Wilmington, Delaware, will begin operations in China, with offices and laboratory in the Robert Dollar Building, 3 Canton Road.

On the same date the du Pont Export Company, which has been operating in the Orient for two and a half years will be discontinued. The parent company, however, will market du Pont products and will continue the policy of working through its established agents.

Ballet Pupils Give Program At Olympic Tonight

An entertainment which promises to be of unusual interest will be given at the Olympic Theater this evening by the pupils of Mme. K. M. Koulichevskaya's ballet school.

The program includes a wide variation of interpretative and folk dances. Most of those appearing have been taking lessons for not more than five months and it is the desire of the instructor to demonstrate what can be done with adult pupils within so short a time. Among those who will appear in the program are the Misses Moskoleva, Margarete Pfang, Pitcairn, Dontsova, Lech Irons and Barashkova, Mesdames Loonis, Taylor, Lvova, Bruno, Tomina and Leashin and Mr. Kardash.

Italian Troops To Quit Asia Minor

(Reuter's Service)

Athens, April 22.—A communique states that the evacuation of the zone in Asia Minor occupied by Italian troops has begun. The Greeks, after a slight Kemalist opposition, occupied the Italian sector.

Portuguese Fliers To Get New Aero

(Reuter's Service)

Lisbon, April 22.—A Portuguese cruiser is sailing shortly for St. Paul's Rocks with a new seaplane, on which the stranded airmen will finish their flight to Rio de Janeiro.

B.W.A. Art Exhibit Will Be Continued

Owing to the interest shown in the Art Exhibit now being held by the Art Section of the B. W. A., at 9 Kiukiang Road, it has been decided to continue the same on Sunday and Monday afternoons, today and tomorrow.

Britain And Russia In Fisheries Row

(Reuter's Service)

London, April 21.—Concurrently with the discussions at Genoa an International naval demonstration is being staged in the White Sea where, reports from Christiania state, there is a concentration of British, Finnish and Russian warships to protect fishing.

The Russians have issued broadcast a complaint that Britain has taken forceful measures to protect her fishing. On the other hand, it is stated in London, that the Soviets have repeatedly seized British fishing vessels outside the statutory limits and have refused compensation.

KING LEAVES

(French Wireless through Reuter)

Paris, April 21.—The King of the Belgians left Paris this evening to return to Brusels.

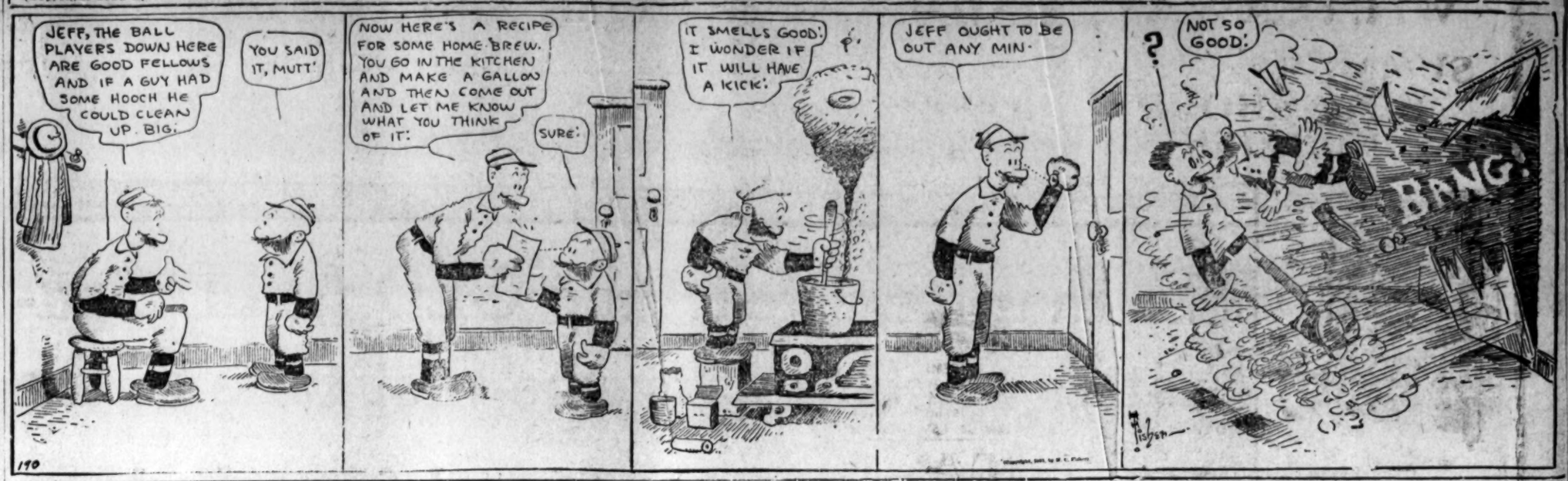
FRENCH AIR RACE

(Reuter's Service)

Paris, April 21.—The French airman, Poire, is announced the winner of the Marseilles-Monaco-Marseilles seaplane race.

MUTT & JEFF — Jeff Mixes Up A Kettle Of "White Mule" — By Bud Fisher

(Copyright 1922 By H. C. Fisher, Trade Mark Reg. U. S. Pat. Off.)


JEFF, THE BALL PLAYERS DOWN HERE ARE GOOD FELLOWS AND IF A GUY HAD SOME HOOCH HE COULD CLEAN UP BIG.
YOU SAID IT, MUTT.
NOW HERE'S A RECIPE FOR SOME HOME-BREW. YOU GO IN THE KITCHEN AND MAKE A GALLON AND THEN COME OUT AND LET ME KNOW WHAT YOU THINK OF IT.
SURE.
IT SMELLS GOOD. I WONDER IF IT WILL HAVE A KICK.
JEFF OUGHT TO BE OUT ANY MIN.
?
NOT SO GOOD.
BANG!
190

-:- News Brevities -:-

The new Committee of the Children's Refuge announce that the Home at 33 Brenan Road is being continued, and that the Industrial Work there may be inspected between the hours of 9-12 and 3-5, on Wednesdays, Thursdays, Fridays and Saturdays.

* * *

The Spanish Augustinian Recolectos Fathers have moved from 53 Muirhead Road to 399 Avenue Joffre.

* * *

Mr. Eric B. Cumine, son of Mr. H. M. Cumine sailed yesterday on the Empress of Russia for England via Canada. He will enter Cambridge to study architecture and civil engineering.

* * *

Judge Peter Grain of the British Supreme Court sailed today for Tientsin on the s.s. Fengtien to hear a murder case. Mr. A. G. Mossop, Acting Crown Advocate, accompanied him.

* * *

The proposed tag day for Russian relief, which was to have been held yesterday by Chinese students, has been postponed for a week.

* * *

The Canadian Pacific steamer Monteagle will sail from Shanghai for Vancouver, via Japan ports, next Friday. The next mail for the United States will be carried by the steamer China April 28.

* * *

Mr. E. Gordon Lowder, retiring Commissioner of Customs, sailed for America by the Canadian Pacific liner Empress of Russia yesterday, accompanied by Mrs. Lowder.

* * *

Because of the mass meeting to be held at the Lyceum Theater tomorrow afternoon the regular missionary prayer meeting of the Y.M.C.A. will not be held.

* * *

A daughter, Joan, was born to Mr. and Mrs. C. J. Ferguson at Dr. Fearn's hospital on Friday, April 21. Mr. Ferguson is the son of Dr. J. C. Ferguson, advisor to the President.

* * *

A health department has been established to take care of the sanitary necessities of the Chung Kung Road (Woosung Highway) by Mr. Hsu Chien-ching, chief of the Public Works and Tax Bureau of the Northern District of Shanghai.

* * *

Another 20-days' leave of absence has been granted to Mr. Lu Hsueh-pu, Vice-minister of Finance.

* * *

Sir Beilby Alston, the British Minister to Peking, called on Chow Tze-chi on Friday and discussed the appointment of the British Assistant Inspector-General of the Salt Revenue Department.

* * *

The withdrawal of Japanese troops along the Kiaochow-Tsinan Railway has been suspended. According to the Japanese Legation in Peking, the suspension is occasioned by lack of shipping accomodations from Tsingtau to Japan.

* * *

Mr. M. T. Liang, high advisor to the Chinese delegates to the Washington Conference, will head the commission to negotiate with Great Britain for the retrocession of Weihaiwei, it is learned.

* * *

President Hsu will give a tiffin on Monday noon in honor of Dr. J. G. Schurman, United States Minister who has just returned from an extensive trip in South China.

* * *

The office of the Civil Governor of Kwangtung has informed the Canton press that the proposal to sell the Confucius Temples in the province for military expenses has been abandoned.

* * *

Charged with robbing two Japanese in an alleyway off Range Road, two ricsha coolies were sentenced to three weeks' imprisonment each at the Mixed Court yesterday. The complainants testified that the coolies demanded a $2 fare and when met with a refusal took all the money the Japanese had and fled.

* * *

A Sukiyaki dinner will be given by the lady friends of the Navy "Y" for the sailors of U. S. S. Albany tonight at 7 o'clock. At eight o'clock there will be a song service for sailors. Mr. W. Davies will give a brief address. Afterwards moving pictures will be shown—a new Douglas Fairbanks play and a Burton Holmes travel picture, "Strassburg."

* * *

Mr. Efrem Zimbalist and his accompanist, Mr. George Ashman, leave today for Kobe, travelling by the steamer Bay State.

* * *

Among passengers sailing for America today by the Admiral Line steamer Bay State are Mr. Kirk Corkery, of the China General Edison Company, and Mrs. Corkery; Mr. William Cantwell, of the Texas Company; Mr. E. S. Zankl and Mr. J. Spunt.

* * *

Charged with thefts of clothing $2,618 from three Japanese complainants during the past five months, a Chinese broker living on Sinza Road was sentenced to nine months' imprisonment yesterday by Assessor Tanaka and Magistrate Tsang.

* * *

Mr. and Mrs. V. G. Lyman left yesterday on the s.s. Fengtien for Peking.

* * *

Members of the uniform branch of the Police Department gathered at Central Station yesterday to say bon voyage and make a presentation to Detective Sub-Inspector Bridger, of the Finger-print Department, who leaves today by the Kashima Maru. The presentation was made by Sub-Inspector Elliott and took the form of a gold wrist watch. Sub-Inspector Bridger has been in Shanghai for 10 years and this is his first trip home in the last nine years.

The Road to Happiness.

You must keep well if you wish to be happy. When constipated take one or two of Chamberlain's Tablets immediately after supper. They cause a gentle movement of the bowels.

Sold Everywhere

BOTANIST TO TELL OF JOURNEY INTO UNKNOWN FIELD

Dr. Chun, Of Harvard, Speaks Wednesday On Experiences In Hainan

The American College Club of Shanghai will meet on Wednesday of this week instead of on Tuesday, the usual day for its gatherings. The meeting will be held at the Royal Asiatic Society's Hall instead of at St. John's College, as previously announced, the business session beginning at 4:30 and the program opening at 5.

Dr. W. Y. Chun, the speaker of the afternoon, is a fellow of Harvard University, sent to the Orient to do research work in botany. He spent ten months in the interior of Hainan, a large island in the Southern seas and South of Kwangtung, and succeeded in penetrating to a district where only two explorers had ventured before. Both of these earlier explorers were white men and both died before they could get out and report their experiences to the scientific world. Dr. Chun went in with ten Chinese assistants and came out with 5,000 specimens of plant and butterfly life, some of which were not previously known to science.

Dr. Chun is an excellent speaker and full of enthusiasm over his work, in spite of its perils and difficulties. The Club is glad to extend a general invitation to all interested to hear the spirited story of adventure Dr. Chun will present. Members are asked to note the change in time and place to Wednesday, at 4:30, Royal Asiatic Society's Hall. The lecture will begin at 5 o'clock.

TOBEY'S
FOR A
MANICURE
UPSTAIRS
8, BROADWAY
Opposite The Astor House

GREY HAIRS
need not worry you if you use
"GERMOL"
Used daily it will prevent your hair turning grey.
If your hair has already lost its colour 'GERMOL' will restore it.
'GERMOL' is not a dye.
Sold by all chemists.
Large bottle $2.50.
No. 121.

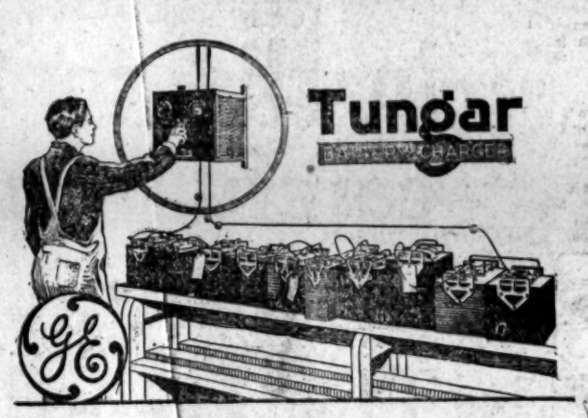
Welch's
THE NATIONAL DRINK

WELCH'S is the ideal social drink for club or home.

Some like it "straight." Others prefer it diluted with plain or aerated water. Added to lemonade it gives distinctive flavor and character.

This cooling thirst-quenching beverage may be purchased by the case or bottle at your dealer's—or at your favorite club or cafe.

Agents:
Muller & Phipps (China) Ltd.
1B Jinkee Road, Shanghai
THE WELCH GRAPE JUICE COMPANY
Westfield, N. Y. U. S. A.



Good Profits in Battery Charging

High efficiency and a minimum of personal attention mean lowest costs. Low costs mean greater profits.

The Tungar rectifier requires no attendant while charging. It is necessary only to connect the batteries, set the indicator for the required amperage, and turn on the current. The Tungar is self-starting, fused against reversal, and will charge at a uniform rate as long as the current is on.

The efficiency of the Tungar is very high and its upkeep cost low. Many users report a saving of from 25% to 50% in their bills for current. The 6-ampere, 75-volt set will charge up to thirty cells of storage battery from alternating current. As high as 200 batteries a month have been taken care of by one of these sets.

Ask us for further details

Tungars are made in a variety of sizes from a small 2-ampere charger for motor cycle batteries to a 10-battery charger for use in the service station.

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VICTROLA
To suit every purse

Victrolas are made in a wide variety of styles, and no matter which style you select for your home you can be sure of the *Utmost Satisfaction.* Insist upon seeing the Victor trade mark "His Master's Voice"

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I like them—
They Satisfy
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LIGGETT & MYERS TOBACCO CO.

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WHITEAWAY, LAIDLAW & COMPANY, LIMITED, SHANGHAI

SUMMER HOUSEHOLD FURNISHING

Always there is an earnest effort in "Whiteaways" store to offer home needs at **THE LOWEST PRICES,** maintaining constantly the quality which we gladly guarantee.

The largest stocks of summer furnishing goods in Shanghai, your chance to save money, shop at Whiteaways.

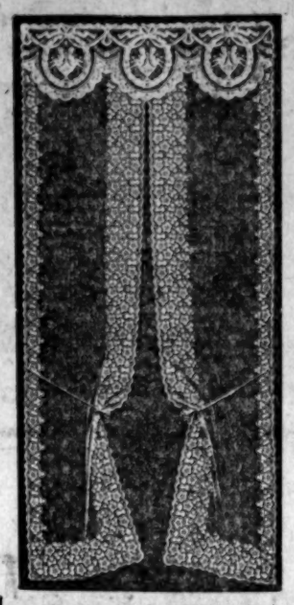
Refrigerators

American made, galvanized ice chambers. Food chambers white enamelled, re-tinned non-rusting sheeves, ash body, oak finish. No. 420 outside measurements, width 43 ins., depth 16½ ins., height 43 ins. Ice capacity 75 lbs.

Price $82.50

No. 434 outside measurements width 27 ins., depth 18 ins., height 45 ins. Ice capacity 100 lbs. Price **$82.50**

No. 436 outside measurements width 30 ins., depth 18 ins., length 46 ins. Ice capacity 110 lbs. Price **$99.50**



The New "Economic" Curtain

Curtain and Valance in one piece 3 yd. long 54 inches wide White and Cream.

Price **$450** per pair

CASEMENT CLOTH

with neat printed borders on Cream and Drab grounds.

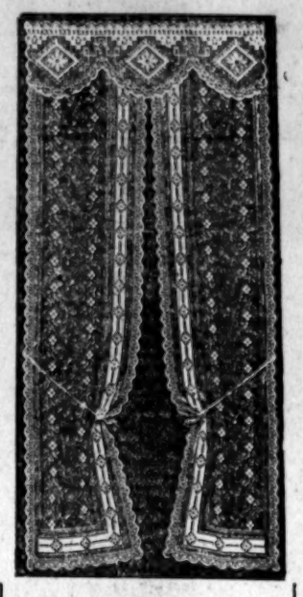
50 inches wide

$1.25, 1.50, 1.75 per yd.

"The Sunresista" Casement cloth all colours guaranteed fast to light and washing

30 inch wide..... *95* Cents

50 inch wide..... *$1.95* Yard



The "Alhambra" Lace Curtain with new valance top 3 yds long 60 inches wide Price *$8.50* per pair

PYREX

TRADE MARK REG.

Transparent OVEN-WARE

Has the name on every piece

Bread Pan, Oblong

No. 215. Size 9 by 5 by 3 ins. Price *$2.25*

No. 214. Size 10½ by 5½ by 3½ ins. Price *$4.50*

Shallow Round Casserole

No. 112. 1 qt. size 6½ by 2½ ins. Price *$3.95*

Shallow Oval Casserole

No. 183. 1qt. 9 by 6½ ins. *$3.75*

No 184 1½ qt. 10½ by 7½ ins. *4.75*

Baking Dishes Round.

No. 182. 1 qt 7½ by 2½ ins. *$2.35*

No 55 1½ qt 8½ by 2½ ins *2.75*

No. 221. *Cake Dish*

Round size 8½ by 1½ deep, suitable for layer cakes.

Price *$2.00*

Oval Deep Casserole

Fit standard mountings.

No. 193. 1 qt. size 8½ by 6½ ins. Price *$3.95*

No. 194. 2 qt. size 9½ by 7 ins. Price *$5.50*

R und Deep Casserole

No. 114. 1½ qt size 6 by 2½ ins. Price *$2.75*

No. 102. 1½ qt. size 8½ by 3 ins. Price *$3.95*

No. 101. 2 qt. size 9 by 3½ ins. Price *$5.50*

Roast Pan, Oblong

No. 222. 12½ by 8 by 2 ins. *$4.25*

Pie Plates. Wide rim.

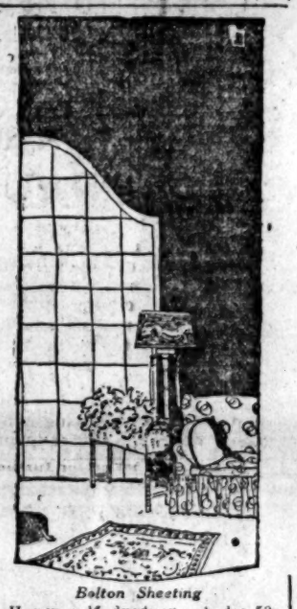
No. 202. Size 8¾ by 1⅝ ins. Price *$2.06*

No. 203. 9¾ by 1¼ ins. Price *$2.25*

Peerless Ice Cream Freezers

Strong Wood Tubs, all inside metal parts heavily tinned.

1	2	3	4	5
$7.25,	9,50,	11,50,	13.50,	17.50



Bolton Sheeting

Heavy self dyed cut shades 50 inches wide Price **$2.50** prize

The 'Mehlond' Casement Cloth self dyed and sheades 50 inches wide Price **$2.50** per yd.

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Best English Printed Mosic design,

Size 45 x 45 inch. Price **$1.50** each

,, 54 x 54 ,, ,, **$6.50** ,,

Hemstitched Calton Sheets

Size	Price
70 x 96 inch.	$15.50 par
90 x 108 ,,	$19.50 ,,

Best Printed Cretonne

In smart design of Rose foliage 30 inch. wide.

Price $1.25 few yarn

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Novelty Pilnted Spreads for the Kiddies Cot representing popual Nursery Rhines and tales.

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Size about 19x19 inch

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Lace trimmed about 45 ins. diameter.

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Rund bleached.

Size 64 x 90 Price **$6.95**

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Size 24 x 22 inch.

Price **$3.50**

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Size	Each
68 x 85 inch	Price $9.75
86 x 100 ,,	,, $12.95
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In self dyed art shades.

50 inches wide

Price *$4.95* per yard

50 inches Black

Price *$5.50* per yard

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Size abt. 40 x 40 in. Price $4.75 ea.

,, ,, 50 x 50 ,, ,, $9.75 ,,

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Series 66x66 in Price *23.50* Each

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Crash Table Covers.

with Embroidered applique cloths lace edged.

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with new valance at top

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Price *$6.50* per pair

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TRENCHARD DAVIS MUCH IMPROVED; MOTHER ARRIVES

Young Light Horseman Thrown At Gymkhana Now Out Of Danger

The many friends of Mr. Claude Trenchard Davis, who was thrown and rolled on by his mount at the Light Horse gymkhana last Sunday and remained unconscious for nearly a week, heard with relief yesterday that the young man showed a remarkable improvement yesterday and now is expected to recover rapidly.

Mr. Davis' mother, who was on her way to Australia when the accident occurred, arrived in Shanghai from Hongkong by the Empress of Russia yesterday morning. She was met at Woosung by a special launch chartered by the Light Horse company and was rushed to the city, arriving an hour and a half before the regular tender bringing passengers up the river reached the jetty. At the jetty a motor car was awaiting and she was driven immediately to Dr Fearn's Sanitorium. She found her son able to sit up in bed and converse.

The young man's improvement yesterday was regarded as very marked and all danger was stated to have passed. Young Davis was suffering from concussion of the brain when brought into hospital.

Maloney And Keyes Waive Hearing, Will Go To Higher Court

Charges of conspiracy and attempted blackmail made against Mr. J. W. Maloney and Mr. H. Keyes on complaint of the French police were taken up yesterday in the Court of U. S. Commissioner F. J. Schuhl and as the two accused waived preliminary hearing they were held for trial in the U. S. Court for China under bonds of $1,000 each.

Originally the defendants were charged with extortion but this charge was disposed of when a demurrer filed by Judge Cornell Franklin, who represents them, was sustained by Comissioner Schuhl. According to the allegations of the French police Mr. Maloney and Mr. Keyes were involved in an attempt to extort money from a Chinese resident of Frenchtown that was engineered by several Koreans and a Japanese who are being held.

Britain's Prince Leaves Tokio

(Continued from Page 1)

concerning the Russo-German treaty.

He said that he had the conviction that the conference would be a great success and expressed confidence that the conference would adopt a treaty whereby all European nations would refrain from aggression.

He said that with such a pact the conference would have been worth while.

Mr. Lloyd George met the correspondents in the royal palace. Upon entering he removed his overcoat and stroked his white hair while he announced:

"I have come not to speak to the world but rather to answer questions and clear up misunderstandings."

He said that he would positively answer any question from neutral correspondents and stated that he considered informal conferences as most essential as they had been used with such great success at the Washington Disarmement Conference.

He declared that Russia and Germany should be members of the League of Nations and without them the League would be impotent. He departed amid an ovation saying:

"When you have any other questions, just let me know."

(Reuter's Service)

London, April 21.—The comments of the Paris newspapers today sharply dissent from the view held at Genoa that the Russo-German incident is closed.

The Echo de Paris is astounded at the "obstinate blindness which allows the culprits immediately to return to the comity of nations"

The Matin declares that the Conference is limping worse than ever, and that nobody has been deluded by Mr. Lloyd George's electoral strategy.

The Cablegramme asserts that M. Poincare has rebuked M. Barthou for adopting Mr. Lloyd George's point of view, instead of insisting on the cancellation of the Russo-German treaty.

The Eclair declares that the French Ambassador at Berlin will be withdrawn.

The Petit Parisien states that the Chamber will support M. Poincare in any determined action regarding the Germans.

London, April 21.—A verbatim report of Mr. Lloyd George's interview with journalists last evening shows that the Prime Minister anticipates the handing over of an important part of the work of the Genoa conference to the League of Nations for completion and execution.

Mr. Lloyd George favored the admission of Russians and Germans to the League, which, he said, could not carry out its pacific aims as long as half of Europe was excluded from membership.

Genoa, April 21.—The conditions and offers indicated in the Russian reply are largely in accord with the Allied note which was presented last week, in which the creditor governments expressed their readiness to write down war debts at a percentage to be determined later, and also to postpone the payment of undischarged interest and to remit it in part.

The latter laid down, however, that no allowance would be permissable in respect of debts due to foreign nationals or in respect of the nationals right regarding the return of their property together with compensation for damage or loss.

Genoa, April 21.—Germany has accepted the Allies' conditions regarding the absence of her representatives from the sub-committee of eleven powers dealing with Russian affairs.

Germany is prepared to collaborate in the Conference with a view to the reconciliation of the nations both in the East and West.

Genoa, April 21.—The text of the German reply to the Allied note says that Germany recognised Russia years ago and that the conclusion of the treaty became possible some weeks ago. Germany came to Genoa, it says, heartily desiring to co-operate with all nations for the restoration of Europe but the proposals of the London Conference had not taken account of Germany's interests, and the acceptance of them would have meant heavy Russian reparation claims against Germany.

The German delegation repeatedly and vainly drew attention to their misgivings in this connection. Then they learned that the convening powers were separately negotiating with Russia, and they received information which led them to the conclusion that an agreement which was not taking into account the just claims of Germany would shortly be reached.

Therefore the German delegates were forced to pursue their interests alone. It suggests that the Russo-German Treaty might be embodied in a general Russian settlement.

Genoa, April 21.—Apart from the difficulty of deciding what form the Russian payment of compensation shall take, no difficulty was apparent at today's meeting of the sub-committee which accepted the Soviet's reply as a basis for the discussion. It has appointed a committee of experts, including neutrals, to deal with this matter.

(Reuter's Pacific Service)

Berlin, April 21.—Berlin newspapers are united in their editorial opinion that Germany is within its rights in making a treaty with Russia, and urge Wirth and Rathenau to stand pat.

Climbers Of Taishan Need Assistance Of The Gods

(Continued from Page 1)

guarded by the Shantung Beggars' Guild. The cries of the mendicants form into a wail continuous from base to peak, a sound that at a distance recalls the Taoist purgatory supposed to be hidden under Hao Li Shan.

The first temple of importance on the mountain is the Monastery of the White Stork Springs, its greatest treasure being the mummified, cross-legged figure of a faithful Taoist monk who became a fairy two thousand years ago. A cheerful brother of the order tapped the twisted legs of the mummy to prove that they were exactly as advertised, though he admitted somewhat reluctantly that the gold head was a later innovation. There is another monk on the premises engaged in becoming a fairy, we were told, his diet having been reduced voluntarily to one crust of millet bread a day. His transition from monkhood to fairydom will be so gradual that the brothers probably won't realise it until he sends out engraved announcements.

MILLION FAIRIES GATE

Beyond the Temple of Kwan Ti, filled with warriors wearing winged helmets on their heads and faces in their tummies, the pilgrims pass the Million Fairies Gate. They then come to the Lower Lady Temple, where those who are deterred by lack of piety or by flat feet from making the summit pay their obeisance to the Many Colored Clouds.

When we entered the courtyard, we thought that we had strayed into the factory district of Pittsburg by mistake. Clouds of thick black smoke rolled from stone furnaces, where millions of dollars in the coinage of the spirit world was ascending to the gods. Incense sticks were being burned by the hundreds, paper prayers were being charred to brown wisps, and the air was heavy with the powder smell of exploded firecrackers. Through rifts in the smoke we caught glimpses of pilgrims being lined up in smart military fashion by a Taoist priest. When their toes were all in a row, the reverend brother struck a bell, the worshippers kowtowed three times, and then a new squad was rushed forward to take their places. Devout pilgrims who come to Taishan during the season can't expect much time for meditation. Inside the temple a bored Lady of the Many Colored Clouds looks out from behind embroidered curtains and wonders how on earth she is going to use all the shoes that her friends pile upon the altar.

Having burned their paper contributions, the half-way pilgrims pass under an arch erected to commemorate the ascent of Confucius more than two thousand years ago. They then climb to the top of a gate built over the road and complete their works of charity by throwing coins on the shoving, fighting mass of beggars gathered just below. Those who go to the Middle Lady Temple receive a few dew-drops of heavenly mercy, but the real showers of blessing are reserved for the pilgrims who pass through the Horse-Turn-Back Gate and start resolutely up the Eighteen Flights.

Japan Has 801 Ships In Service

(Reuter's Pacific Service)

Tokio, April 15.—The Japanese liners in service at the end of March aggregated 801 vessels with a gross tonnage of 2,800,000 tons. According to the Communications Department, this indicates a decrease of three vessels or of 12,000 tons from the figures for the preceding month. The following table gives the details:

Routes	Vessels	Tonnage (Round number)
Coastal (Domestic)	301	765,000
Korea	26	44,000
Vladivostok	16	44,000
Formosa	30	93,000
North China	67	171,000
Central China	27	70,000
South China	26	61,000
Yangtsze	12	30,000
Oceanian Islands	13	44,000
Java	16	56,000
Straits Settlements	15	47,000
India	36	170,000
U. S. West Coast	51	351,000
Central America	3	17,000
U. S. East Coast	26	163,000
Europe	50	350,000
South America, East Coast	9	52,000
South America, West Coast	5	42,000
Chartered by foreigners	16	44,000
Others	41	118,000

Soviet Proposal Is Turned Down

(Continued from Page 1)

of the former Public Hall), which has been specially enlarged and redecorated for the occasion. Some 600 persons were present.

Tonight, the Prince sleeps at Government House.

(Dalta News Agency)

Tokio, April 16.—Over two hundred socialists, mostly Koreans, have been arrested in Tokio. Most of them will be released after the departure of Prince of Wales.

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SUPERIOR boarding house, newly furnished, single and double bedrooms with baths, modern conveniences, separate tables in dining room, full board, use of phone, garage, tennis, private sitting room if preferred, on car line. Apply to 155, Avenue Dubail.
47937 A 29

A house of three rooms, kitchen and bathroom to let. Furniture to be taken over. No. 237 Avenue Foch.
47932 A 26

TO RENT, 6 roomed house, two tiled modern bathrooms, opposite French Park. Rent Tls. 70. Furniture to be taken over. Reply to Box 1223, THE CHINA PRESS.
47930 A 25

For 6 to 8 months nicely furnished six roomed house with garage and tennis-court, near French Park. Rental Tls. 200 per month. For particulars address Box No. 1222, THE CHINA PRESS.
47926 A 25

TO LET, in French Concession, from June 15th to September 15th. 4-roomed, nicely furnished house with all modern conveniences. Apply to Box 1185, THE CHINA PRESS.
47833

CHEAP. To sublet for the cost of furniture a house containing 8 rooms. Apply to Box 1125, THE CHINA PRESS.
47698

CORNER house in French Concession, six rooms, servants quarters, garage, small garden, flush closets. Rent $120. Occupation May. No furniture or fittings. Address Box 1200, THE CHINA PRESS.
47761 A 23

TO LET, big furnished house, 12 rooms with all modern comforts. very Central. Apply to Box 1201, THE CHINA PRESS.
47874 A. 23

TO LET, 6 roomed house, furnished or unfurnished, garage, garden. Price moderate. Apply to 19D, Connaught Road.
47854 A 26

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47827 A 23

NEW residences to let in Western district, with tennis court or garden, garage and all modern conveniences. Occupation June. Terms moderate. Please apply to the Shanghai Trust Company, No. 9 Ningpo Road.
47533 M 7

TO LET, in part or whole, house of twelve rooms, besides kitchen and servants' quarters, on Kehlin Hill, facing the picturesque West Lake, Hangchow. Apply Dr. Chen Tso, 2 Fuloong, Hangchow.
47487 M 5

PERSONAL

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47325

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47910 A.23

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47960 A 23

EXPERIENCED book-keeper is open for engagement. Highest references. Apply to Box 1234, THE CHINA PRESS.
47950 A 26

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47321

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47899 A.25

YOUNG Chinese school girl willing to work in nice English or American family in exchange for English lessons. Apply to Box 1220, THE CHINA PRESS.
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EXPERIENCED governess desires position. Knows several languages. Would like to go out of Shanghai. Reply to Box 1206, THE CHINA PRESS.
47883 A. 23

A foreigner of good education with 8 years in China, speaking Chinese, French, Russian, English, seeks position as agent or salesman, etc., in Shanghai or elsewhere. Can offer strong guarantee. Apply to Box 1207, THE CHINA PRESS.
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YOUNG experienced man, of good education, desires immediate engagement, with good knowledge of shorthand, typewriting, book-keeping, filing, etc. Have had a year's experience as general office assistant. A. 1. reference. Salary secondary consideration. Address to Box No. 1195, THE CHINA PRESS.
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OFFICES, ETC., TO LET

THREE good large offices to let. Tls. 120. and Tls. 80. each. 77, Szechuen Road. Apply Hinde Bros. & Co., Inc. C. 4717.
47955 A 26

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47941 A 29

TO LET, office ground floor at 14 Canton Road, 1,500 square feet. Apply J. T. Hammond, 5 Jinkee Road.
47904 A 25

TO LET bright spacious office rooms on 2nd floor, rent is reasonable. Apply Tsan Hsin & Co., 5 Siking Road.
47826 A 30

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TO LET, at 103 Bubbling Well Road, with board, large well-furnished room with private bathroom attached. Suitable for married couple or two bachelors. Excellent table, good service. Please call at above address or 'Phone West 805.
47760 A. 23

18 QUINSAN GARDENS. Two-room, furnished, newly decorated apartment, suitable for two or three gentlemen, or couple with child. Kitchen strictly under foreign management, exceptional table-board, and service. District quiet, walking distance from Astor, and near Apollo and Victoria Theatres. House absolutely free from mosquitoes. Special rates to permanent guests Telephone North 844.
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Board—Residence. Apply Mrs. G. POLLOCK.

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TO LET, furnished large and small rooms, without board. 19, Nanzing Road.
47903 A.25

TO LET, nice large and small furnished rooms, with first class board and bathrooms. 29 Range Road. Telephone North 1966. Terms moderate.
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WELL furnished double room with bathroom and verandah attached. also small attic room. Vacant now Mrs. Pearson, 17 Quinsan Gardens.
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47888 M. 2

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TO LET. 19-A North Szechuen Road, large well furnished front room, verandah, bath room attached, also one small room, 2nd floor, with or without board. Telephone North 1848.
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Stevens Tells Students Of Consortium's Aims

(Chung Mei Service)

Peking, April 17.—Before a large gathering of the students of the National University Saturday afternoon, Mr. Frederick W. Stevens, representative of the American group of bankers, spoke upon the International Consortium. After some preliminary remarks, Mr. Stevens called attention to the great necessity of railroad construction on a large scale in China before there can be great industrial development, and told the story of the development by railroads of that part of the United States lying west of the Mississippi River.

In 1865, he said, that western country, a great empire in itself, larger than all China, excluding Mongolia, Thibet and Chinese Turkestan, was almost wholly undeveloped and had comparatively few inhabitants other than native wild Indians. Today, there are nearly twenty million prosperous and happy people living there, among when poverty is unknown, several hundred large and modern cities, thousands of millions of acres devoted to prosperous farming and grazing, and an enormous production of food products, minerals and manufactured foods, the basis of vast exports to foreign countries.

These conditions have all been made possible by railroads, a total of about 125,000 miles built within Mr. Stevens' lifetime. A large part of the money to build them as well as the railroads in the eastern part of the United States, was obtained in Europe by the sale of railroad bonds and stocks. At one time a few years ago, financial statistics showed, over seven millions of gold dollars in American railroad bonds and stocks were held in Europe.

Mr. Stevens then referred to the Province of Szechuen, another great empire in itself, with an enormous population and exceptional productive capacity, yet by reason of the lack of railroad connection with Eastern China, it might almost as well be on another continent, he said, as far as benefitting Eastern China is concerned.

STARVE NEAR PLENTY

When millions were starving in Eastern China, wheat was selling in Szechuan for ten cents a bushel, but for want of railroads connecting the supply with the demand, they could not meet. It is either physically impossible to bring them together, without railroads, or time and cost make it impracticable. With railroads, wheat could be carried from Szechuen to Eastern China for one cent a bushel.

It is a question for the Chinese to decide, Mr. Stevens said, where China will get the hundreds of millions of dollars needed for railroad building to connect Eastern and Western China and Northern and Southern China, and to create the net-work of railroads and highways, so necessary to China's industrial prosperity, and to her political unity.

He then spoke as follows on the subject of supervision by foreigners in connection with loans for railroad construction:

"It being well known that when foreign loans are made to China to build railroads it is necessary to provide for such supervision by foreigners as the protection of the interests of the foreign bondholders requires, it has sometimes been said that supervision by foreigners infringes China's sovereignty.

LET RESULTS SPEAK

"I sympathise with the Chinese desire to handle their own affairs as far as possible; but my sympathy does not carry me along when it is stated in effect that the Chinese people, who in one way and another have only produced to date a total of less than 5,000 miles of railway, will be permitting an infringement of their sovereignty if, when borrowing foreign money for railroad development, they use the advice, assistance and guidance of experienced foreigners,—Americans, for example, who have produced in their own country a total of nearly 250,000 miles of railroads.

"Allow me to suggest that this matter of supervision by foreigners which I discuss upon the assumption that foreign money will be desired for the development of China's railroad facilities should be treated as a purely business proposition; that if the supervision required by the foreign money lenders is reasonable from China's standpoint as a business proposition, as I feel certain it is, if on the whole such foreign loans for railroad and other constructive purposes accompanied by such supervision will be good for China,—as I believe it will be,—then it should be conceded; otherwise not.

"More and more I see the need of repeating elementary propositions which are involved in this subject. It is a mistake to suppose that bankers in America, or in any other land, have a great fund for loans to China, to be advanced without giving much attention to the question how wisely it will be used or how well its repayment is secured. There is no such fund and there never will be.

INVEST, NOT BURY MONEY

"The American group of bankers and those in the other Consortium groups have vast aggregate banking resources, but in all loans they must be governed by banking principles, among which, as I have said many times, is the important one that prevents them buying unsaleable long term bonds. The matter of supervision comes under this head. So far as necessary to make the Chinese bonds saleable, adequete supervision must be provided, or no loan will be made.

"There must be such supervision as will make it reasonably certain that foreign investors who are given an opportunity to buy the bonds from the bankers will, upon investigation, consider the bonds to be a safe and sound investment; reasonably certain that there will be no cause for anxiety in the future about getting their interest money and their principal, as agreed in the bonds; and furthermore, that the market value of the bonds will not decline in the future by reason of any intrinsic defect. These considerations must be kept in mind by the bankers during the negotiations.

"By loan supervision it must be made reasonably certain that the money will actually and wisely be used as the loan agreement provides, that it will produce something of commensurate value to the Chinese people at large, which means that there will be no waste of the money due either to extravagant administration or to poor location or to inexperienced or faulty purchasing, engineering or construction methods.

WISE USE AIDS SALE

"You will readily see that if it is known that the loan proceeds are to be wisely used in the interest of the Chinese people at large, by building a railroad for them at reasonable cost, the bonds will more readily be sold and always have a better character in the foreign bond market than if there is the fear that the money may be used extravagantly. This is a matter of very practical importance to the bankers who, in the first instance, are to find the money for China, because of its influence upon a sale of the bonds to the investing public.

"The experts in railroad and other construction who can be provided by people who have had wide experience in construction projects, who, to take the example of America alone, have built in their own country a total or nearly 250,000 miles of railway, can surely help the Chinese people who are just starting upon railroad and other construction projects, even if we assume that the latter can also provide from among themselves men of construction experience and administrative ability who will strive to make every dollar of borrowed money go as far as possible to benefit the people at large.

"Let me illustrate how large sums of money be unwisely spent in railroad construction as a result of lack of experienced supervision. A civil engineer goes over the country to be traversed by a proposed railroad and determines its route. Another civil engineer with greater experience will do the same thing and indicate how a change in the location at some point or points will avoid the necessity of building an expensive bridge or tunnel, or will reduce the grade of the railroad, the grade having so much to do with the cost the operating the railroad.

"It is found, before it is to late, that by a change in the location at some point the grade of the proposed railroad may be reduced, the saving in the cost of operating strains will in the course of years run into vast sums. It may mean the difference between a deficit and a surplus in operation. Experience helps enormously in many other directions in keeping down the cost of construction, as you will readily see.

VALUE OF PROJECTS

"I now come to the question of how far a railroad not yet constructed can be regarded as good security for borrowed capital. It may have cost $50,000,000 to construct and equip and yet may not be adequate security for a bond issue of half that amount. It is the net result of operating the railroad when constructed that determines its value as such security. If its operations do not produce sufficient revenue to pay operating expenses plus annual charges for loan interest and mortisation, then the railroad, whatever it may have cost to produce and equip it, is insufficient as security.

"It follows that not only the wise use of the loan proceeds, the prevention of their waste, is a matter of great importance to those who are to become bondholders, and enter into the ability of the bankers to sell the bonds. Investors before buying the bonds will also want to know that the railroad created by the use of their money will be wisely and honestly administered. It is an important part of their security.

In practically every case, however, independent security is necessary for the protection of the bondholders,—security beyond the railroad and its earnings. Experience has shown that estimates, even by the best of men, as to what a railroad will earn, may prove to be mistaken, and the tendency of investors is to take no unnecessary chances hence as there must always be some doubt a railroad's net earning being sufficient to pay is annual loan charges during the first few years, and indeed until it has proved it a earning capacity, other independent security becones necessary. What that should be, and what if any, additional supervision of the independent security may be required, can be determined only as the circumstances of each proposed loan are discussed.

FOR SECURITY ONLY

"The people of China, of course, are interested in the way these matters are handled. It is hard for me to believe in the uprightness of those persons who want loose methods to be followed in handling construction loan proceeds, and who deliberately foster a sentiment against supervision by foreigners by suggesting that it constitutes an infringement on China's sovereignty. You know as well as I do, I think, that bankers base their requirements upon business grounds, and questions of sovereign rights lie outside the scope of their dealings.

"The details of the conditions under which loans can be made to the government can only be determined by negotiation between the representatives of the government and the representatives of the bankers when dealing for a particular loan and when the uses proposed to be made of the loan money and all the facts and circumstances are known. Such negotiations will doubtless make all who take a part in them wiser and more sympathetic.

"As to the extent of and limits to foreign supervision I offer some general views. Supervision should be a highly capable and impartial service. It should have no political coloring whatever. It should not overlook possible effect on Chinese commercial and industrial possibilities, present and future. It should allow no infringement of the "open door" policy, no unnatural advantage of a commercial nature to any one foreign people. There should not be the possibility of any one foreign nation's materials being accorded any unwarranted preference, directly or indirectly.

"'Equal opportunities in China for the commerce and industry of all nations,' should be borne in mind. Purchases should be made on open tenders which do not discriminate and in places in or out of China where they can be made with the best results to China. From the beginning Chinese engineers should be given all possible participation in the work of location and construction consistant with the protection of the bondholders' interests, and there should always be opportunity for individuals to be promoted as industry and talent is shown.

"The subject of supervision should be dealt with explicitly in an annex to each loan agreement, with a view to possible modifications as conditions change. What is needed under this heading this year or next year may be unnecessary in five years' or ten years' time.

"The confidence of foreign investors in Chinese government bonds is a condition to success for China in her railroad development. It will be to her advantage to make the supervision acceptable from the bondholders' viewpoint; but when that stage in super vision has been reached the limit of supervision has been reached. I believe supervision carefully arranged and finally recognised as temporary necessary, is likely to lead to a great supply of foreign and Chinese money, for the development of China's natural resources and her industrial possibilities.

"To sum up, therefore, having in mind China's vast natural resources, her need of industrial development, the necessity of railroad construction on a large scale before there can be industrial development on a large scale, the questions seem to be:

"Is foreign as well as Chinese money needed by this country for building railroads? If it is, upon what terms and conditions can it be borrowed by the government? Is it wise to postpone borrowing it merely because supervision in behalf of the bondholders is required as a part of those terms? will not China herself be benefitted not only by what the foreign and Chinese money produces but also by the business like methods produced by a reasonable system of supervision?"

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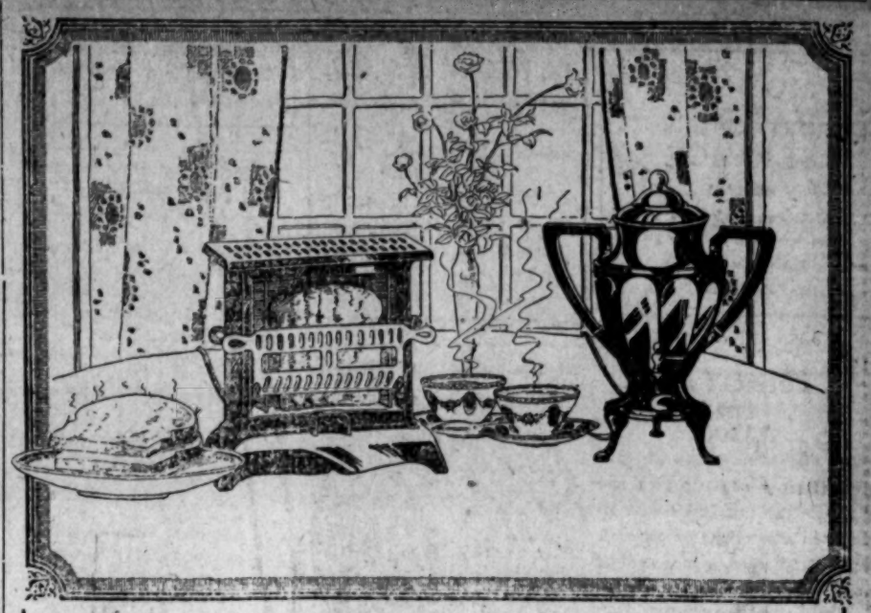

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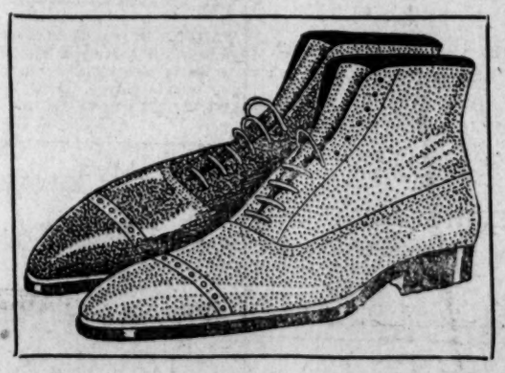

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France's Anti-Dry Fight

Wine Exporters Lining Up For Opposition To Last Ditch—Plan Of Campaign

Confronted with ruin as a result of prohibition in the United States, French wine exporters are lining up for a fight to the last ditch. They refuse flatly to recognise American prohibition as something permanent, as a death-knell to all hope of selling their products legally to Americans. Heartened by official assurance of support from the French Government, there was inaugurated at Paris recently the "National Wine Week," during which leading French wine-growing and wine-distributing magnates discussed possible means of defeating the campaign of prohibition in America and of partial prohibition, or high protective tariffs, in other countries. They are taking this action because they fully realise that the anti-alcohol movement, in its present sweeping form, threatens to annihilate the foreign trade in wines which has been for centuries one of the main sources of pride and revenue to France.

The National Wine Week was preceded, on February 15 last, by a formal meeting of the Commission on Export of French Wines, held at the Palais d'Orshy, on the Quai d'Orsay, in Paris, where the historic conferences preliminary to the Versailles Peace Treaty took place. At this meeting the leading wine growers and wine exporters of France, delegates from the vineyard regions of Burgundy, Gironde, Champagne, Cotes du Rhone and Anjou, listened in solemn approval, while their spokesman M. de Mun painted in the blackest colors the crisis now confronting the export trade in "that marvelous, that divine creation, French wine."

"French wines," he said, "now find themselves more or less excluded from foreign markets. This means an economic crisis for France." And he called upon the French Government for vigorous action to save the French wine industry from utter ruin.

Nor did he call in vain. Already, some weeks before the meeting at the Palais d'Orsay, M. Briand, then French Premier, had promised Governmental support to the wine interests in their campaign against American prohibition and kindred movements which directly threaten them. Now, at the meeting itself, two members of the present French Cabinet—M. Cheron, Minister of Agriculture, and M. Dior, Minister of Commerce—emphatically endorsed the position taken by M. Briand.

"The Government is resolved to defend you," declared M. Cheron amid thunderous applause. His colleague, the Minister of Commerce, was also eloquent in behalf of the cause of French wines.

"I do not see Pussyfoot Johnson in the hall!" he exclaimed arousing much laughter.

Then M. Leon Bourgeois, President of the French Senate, one of the most prominent and respected men in France, also added words of encouragement to the growers of the vine. Alluding to what kind of efforts would be made in France to counteract the dire effects of prohibition in America on French wine exports, M. Bourgeois told the assembled wine magnates:

"We shall speak over the walls to many friends in America who are desirous of hearing the voice of France and of being enlightened as to the situation."

The Palais d'Orsay re-echoed to the praises of the noble wines of France, as each speaker devoted to them all the eloquence at his command.

"Wine is a food," said one, "which is of immense value toward keeping up morale and winning victory in war."

"It is a typical product of French genius," declared another. And amid shouts and hand-clappings, the speakers painted the loveliness of the French vineyards, the glories of Champagne—"France's most beautiful jewel, despite the ravages of war"—the charms of the vine-clad slopes of Burgundy, the Gironde, Touraine and Anjou.

"Go to the wine lands!" cried M. de Mun, "and you will learn to know their loveliness—yes, go on some Spring or Autumn day, to the Cote d'Or, the Cote de Beaune, the Cote de Nuits, to Saumur and the Loire!" And as the name of each world-famous land of vineyards fell from his lips there were shouts of applause from the audience. There could be no doubt that their hearts were in the fight being started.

The National Wine Week is under the auspices of the National Association of Economic Expansion of France, with M. J. H. Ricard, former Minister of Agriculture, at its head. During this week the present wine crisis was studied from all angles, and means devised for meeting and overcoming it. In addition, measures were taken to insure the purity of French wines, to guard against fraud, to protect trademarks, and otherwise assure wine importers in foreign lands of the genuineness and excellence of the wares which they buy from French sources.

An extremely important part in the deliberations was played by the discussion of the attitude to be assumed by French wine exporters regarding the United States. During recent months several special French investigators have been studying the American prohibition situation and they have prepared exhaustive reports which was submitted to French winegrowers and exporters in the course of the meetings.

The official program for the national wine week comprises four sections. One of these provided for the study of the following subjects by the delegates attending the meetings:

Sales of wine in the United States.

How does American public opinion stand on the "dry" regime now existing in the United States?

Is there reason for believing that some modification will be introduced there with regard to wine?

How much fraud exists under the present dry regime?

In addition, the situation in Canada was studied, as well as that in South America, and particular attention was given, furthermore, to nations, such as Norway, where partial prohibition is now in force.

Other matters discussed during the wine week were: The influence of the war on vine culture and the wine trade in France, especially in the devastated wine regions, relations of the wine trade to banks; direct relations between producer and consumer; means of insuring the good quality of French wines; the activities of co-operative wine-growing associations; problems of transportation; taxation of wines; general export problems; protection of labels; customs regulations; co-operation with wine dealers and hotel keepers for the purpose of increasing wine sales; wine in relation to tourist traffic, etc.

That section of the national wine week program which directly concerns the possibility of the sale of wines in the United States was under the charge of M. Fernand David, a former member of the French Cabinet, at present a member of the French Senate and President of the National Office of Tourism. The other three sections were placed under the charge, respectively, of Baron d'Anthouard, M. Viala, a member of the French Chamber of Deputies, and M. Charles Chaumet, a former member of the Cabinet and now President of the French Parliamentary Committee on Commerce. Baron d'Anthouard, by the way, has been much in the United States, and is one of those who recently undertook a trip of investigation there in the interests of French wine exporters.

The day before the meeting at the Palais d'Orsay at which the opening guns were fired, I had a talk with M. Ricard, formerly French Minister of Agriculture, and now leader of the French wine cohorts in their fight against prohibition in America and the other movements in various parts of the world which menace the French wine export trade with ruin.

"The object of the national wine week," said M. Ricard, "is to enlighten French opinion on the situation. The French know as little about America as Americans know about France.

"We in France have always drunk wine, and yet I think I can say that we have not degenerated as a race—the war, it seems to me, proved that. I will go further and say that the story of Noah in the Bible shows that we must drink wine, but must not drink it in excess.

"We French consider wine the best means by which to combat alcoholism. When there is no wine to be had, people turn to harmful forms of alcohol."

The total value of the wines produced by France is estimated at 450,000,000 francs, which, at the normal rate of exchange, would be equivalent to $90,000,000. Total or even partial elimination of this enormously important source of wealth to France would provoke an economic catastrophe, it is declared, which would not only affect France but have disastrous consequences throughout the world.

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The voice of a man in the Riviera express: "I am absolutely broke. I'm up against it, up against the great it, and it's neck or nothing for me, my boy—so I'm off for Monte Carlo. I'm going to leave it to Chance, and Chance is the best counselor after all. What's human wisdom by the side of Chance? Just a turn of the wheel, and all my troubles are solved.

"It's more sporting than fretting my brains out in a dirty city like London or Paris, and trying to find a way out of my tangle. Heads I win, tails—well, devil take it, tails doesn't matter. I've lost, anyway."

It reminded me somehow of the title of a famous story: "Never Bet the Devil Your Head." But there's no need to feel righteous. We all do it. We yield to despair. A wise man said, "Gambling is the real sin against the Holy Ghost because no man should be so unfaithful to his God-given reason as to resort to chance, and all things are possible for the man who believes."

All things are possible for a man, for a nation, for a Europe, no matter in what plight they find themselves, if only they will yield to the Spirit.

However, it is not of much use talking in this wise to a scoffer. He that maun to Cupar, maun to Cupar. We're all in the same express train, plunging towards the Riviera.

The wild shore of Northwestern Italy and Southern France, tamed with villas and white halls, and luxurious with palms and vineyards hinting of North Africa. You roll along a magnificent coast to the principality of Monaco, and Europe's formal garden of sin. It makes much difference whether you arrive there in despair, or just in a spirit of curiosity, or for a change, or "to make a little money," or for your health, or whether you just land up there through weariness of travel. But you always find Monte Carlo has been arranged for your arrival. It is serious; it is smart and clean. Everthing seems first class. There is something of the smartness of execution morning when a court-martial sentence is being carried out.

NO POOR PERSONS THERE

Yes, there are no poor at Monte Carlo; a poor person is thought to be ugly in himself, and is not allowed to dwell there. Even an ill-dressed person might be conducted to the frontier. No beggars are allowed. No bits of dirty paper or refuse are lying in the streets, and certainly there are no weeds in the gardens. The profits of the gambling tables provide the most efficient municipality in the world, and no one who lives in Monaco is charged any taxes; the revenue derived from roulette covers all that and more besides. At the same time, no actual resident is allowed to stake his money at the tables.

Everything here is perfect. It has been produced like the scenery of a piece, and when you arrive the curtain goes slowly up, and it is your first night. The beauty which you see is strangely artificial, and all partakes of the grotesque. Here flourishes that monstrous cactus-like growth called prickly pear, with flat flap-like leaves resembling fingerless green hands; warped and brutal looking stems looking like palsied arms. The cactus is abloom in red-hot poker ends. Orange trees and lemon trees and olive trees abound. Burlesquely-shaped palms, swathed in their overcoats, stand on the green lawns like wax-work figures. There is a strange field of palms, and above and behind them the great rocks of the mountain coast, and then the sea-serpents of green water and white foam.

You walk along the parade ground of the terrace where wealth and style show themselves to themselves, and then enter the gloomy portals of the gaming halls, and you step at once into a new and very serious atmosphere. You feel something of the seriousness of an animal's mind when it has become conscious of the existence somewhere of a trap.

The Casino is like a great club. You leave your hat and stick and coat. You go upstairs, not as a visitor, but as one at home. The place is moving with well dressed people, some passing one way, some another. You show your pass ticket, and come not without trepidation to the actual tables. I have all my traveling expenses in my pocket—what if I get infected and put all on to a number?

The first impression is pleasant. In a mellow, golden light a whole series of happy afternoon parties have been arranged. Groups of interesting strangers have found a common interest and are sitting side by side in perfect good manners around tables. There is only one row of seats round each table, no tiers of seats. It is like a party at home. At the back of those who sit others are standing looking on—not indifferently. Tokens, chips, as they are called, are being placed on various numbers, on the chance of a red number, or the chance of a black number, on the chance of an even or on the chance of uneven, pair or impair, passe or manque. It is so elementary that even the dullest of Europeans can grasp the game at a few glances.

SOME WIN; MANY LOSE

The croupiers, with their rakes, also sit at table (among the guests), and help see that all is in order. The ball spins round. It loses its clear course and will come to rest in a slot. It does. Some have won, many have lost.

The many parties, each with its separate table and distinct stories of chance and luck going on, are intense and preoccupied. The sitters have notebooks in which they record the numbers which win and on which they base their future "play." Some play exclusively on color, others on odds and evens, others on the dozens, others on voiinage, others on numbers, some on zero. It is very serious. In the secret hearts of the sitters some liken themselves to Napoleon, who, they are persuaded, was at once one of the greatest of gamblers and the greatest of men. Some are would-be Cagliostros and Michael Scotts. You see the stupid, brainy European, devoid of superstition as he thinks, and yet eaten up with natural superstition. You see also the emotional turbulent soul developing abnormality and mania on absurd stakes for money, the mad, unpractical Russian staking on zero or on the slenderest chance for the greatest of gains. The Russians and the Jews and the Americans are the greatest of gamblers.

No, it is not quite such a pleasant atmosphere as you thought when you first came in. It is an atmosphere in which vigilance tries to still the pulse. You pass restlessly from one hypnotised table of gamblers to another. The grandeur of gold and heavy glass make you feel as if you were swimming under water in some great untroubled lake. And as you tread softly and silently over the thick carpets it is something like swimming. There is an intense stillness about each roulette table. Even the winners are impassive. And the groups are gloomier still at the tables where they are playing "Trente et Quarante."

"Every one came in to win, but nearly every one is losing—isn't it like life?" said a friend.

"Worse even than life."

HOW LIMITED MAN'S BRAIN:

Pompous and watchful lackeys dressed as for the stage are walking about, keeping their eyes open for sharps, for possible scandal raisers, or would-be suicides. The greatest care is taken to preserve decorum. If you lose your whole fortune there you must not shout it out and strike a heroic posture or blow your brains out. These strong lackeys will whisk you dexterously from the scene before the other gamblers realise what you were about to do. There is a sense of being watched all the while.

"Faites le jeu, messieurs!"

"Le jeu est fait."

"Rein ne va plus."

The winners get their winnings. The bank rakes in tremendous quantities of money tokens. Its success is very impressive.

You see very clearly demonstrated how poor is the mental apparatus of the average man. No wonder it is difficult to get Europe onto a basis of common sense when homo sapiens has such a limited brainbox.

"I'm staking on the number 13 now," says one. "The number 12 has not come up for thirty-four times. It's almost bound to come soon."

"Why's that?"

"So as to correspond to the theory of chances."

"I don't suppose the number 13 is much excited about it."

The number 13 comes up. The exultant gambler pockets thirty-six times his stake, and then engrosses himself in his exercise book of figures to find another number which hasn't come up for a long while.

He stakes on 7.

Thirteen comes up again.

"What a fool I was," he whispered in mortification. "I ought to have known there was a chance of its coming up a second time."

To the theory of chances most minds are susceptible and this delightful theory lies at the bottom of most systems.

Not in the case, however, of a certain lady who claimed to have considerable success. She played by astrology. She kept the record of the winning numbers. "See," said she, "how many of them are even numbers."

"Why is that?" I murmured.

"Hercules is in the ascendant this month. That always means more even numbers."

You do not see the humor of such a remark whilst you are in the Casino. The strain on the minds of the gamblers tells on your mind, too. It is terribly tiring for every one taking part, and this is noticeable in the drawn and fatigued looking faces. Even the croupiers have to be changed every hour. The strain is utterly exhausting.

It would doubtless be different in these fine high halls if there were currents of air, but there are not. It is thousand-times-breathed gamblers' breath that you are breathing, suffused with the heavy odor of the expensive perfumes on the women. What a change when you step outside into the fresh air once more. You realise what it feels like when the Casino closes, and the maniacs with their hot heads are actually forced to leave the tables and come out.

To think that at 10 in the morning there are queues waiting to get in and get seats at the tables, and that men and women are ready to remain at the tables all day, and can live on it and die at it!

Up on the heights above, at Rocco Bruna, is a Saracen-built little town with strange dark people who seldom come down from the heights. You go by shady steps between high white walls to a little chapel, and there on Sunday a beloved cure beguiles an innocent little flock with a murmuring, heavenly, sing-song voice, whilst the children, with untroubled voices, are like larks in a heaven above Monte Carlo, singing, "Sancta, sancta, nostra Dama priez pour nous!"

I'd rather live at Rocco Bruna than in the main seat of the principality of Monaco. So would we all. But the devil has got such a terrible pull.—From "Europe Whither Bound?" by Stephen Graham.

American Relief In Ireland

A recent pamphlet issued in Dublin by the American Committee for Relief in Ireland gives the details of the expenditure of $3,000,000 in the co-operative effort of America and Ireland to relieve the civilian poulation during the recent civil strife. This work which has been so successfully carried on will, it is said, have to be continued if the success of the Irish Free State is to be permanent.

Among the well known Irish leaders who have commended highly the work of this committee are Arthur Griffith, Michael Collins, George Gavan Duffy, R. C. Barton and Eamon Duggan.

In addition to money expended in rebuilding farmhouses and shops and taking care of people temporarily deprived of any means of livelihood, $600,000 has been set aside for the support of children whose breadwinners were killed during the war. Two million dollars of the initial fund remains for distribution.

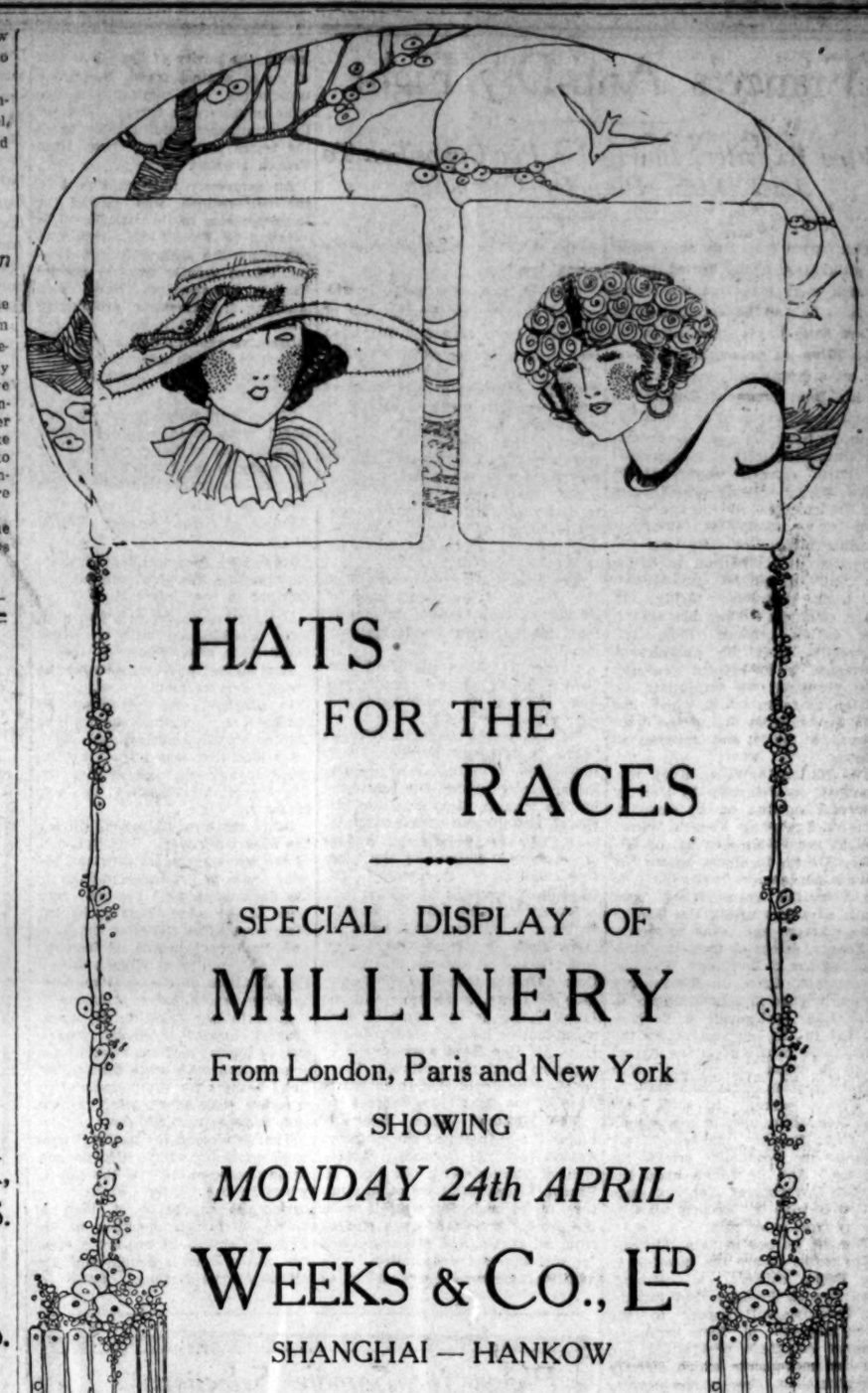
In July, 1920, almost ten thousand Catholic wage earners were driven from Belfast industries, and in July, 1921, several hundred houses occupied by Catholic workers were burned to the ground. In Belfast alone $775,000 was expended on relief in 1921. It is said that proceedings in the courts throughout Ireland where claims for compensation have been made show property to have been destroyed to the value of $32,000,000.

The headquarters of the committee are at the Standard Hotel, Dublin, and the Director in Ireland is C. J. France.

New Capital Urged In Place Of Lisbon

Lisbon, Feb. 24.—Senor Silva, the Premier, after the return to Lisbon of the government, made a statement in Parliament explaining why it had been thought best to leave the capital temporarily. The principal reason was to obtain better conditions under which to take energetic measures, not only to prevent the imminent revolutionary movement, but also to insure permanent public order.

The proposed new seat of the government was Coimbra, 110 miles northeast of Lisbon.



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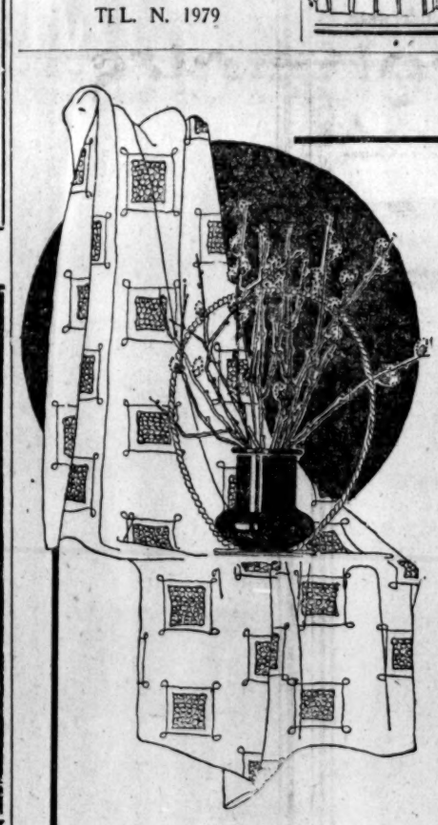

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77 ROUTE VALLON

A Royal Prince Will Decorate A City Hall

Eugene, Brother To King Of Sweden Wins, Commission To Paint Walls Of Municipal Building In Stockholm

With the positive denials that Prince Eugene of Sweden is to marry comes the announcement that the prince, fourth son of the late King Oscar II, is to decorate with mural paintings the city hall of Stockholm. That building is the finest of its sort in Scandinavia, costing several million dollars. It is nearing completion after many years of work. His commission was the result of an open competition with many other Swedish artists.

This royal prince, now 55 years old, who has lived a life without serious affairs of the heart, so far as anyone has heard, is none the less a sentimentalist of the deepest and most earnest kind. But his love turns rather to things out-of-doors, to landscapes, the sea, the forests, the sky and the beauties of the wonderful light nights of his native land, than to women.

At one time it seemed probable Prince Eugene was to be that extraordinary thing, a royal radical. Especially in his years as a college student the views he expressed on social and political questions were of an astonishingly democratic turn. He soon gained the title of "the Red Prince."

But the prince's political aspirations were not strong enough to cause any especial alarm. The only thing he really cared very much about was his art and the natural beauties which he tried to reproduce. His interest in painting is his life, and politics is not even one of the sidelines of his career to the extent that music is. He is a competent pianist and has to his credit some simple compositions. In the musical life of Stockholm he long has been a leader, and he has tried to help in efforts to see that Swedish music should become world-known.

This extraordinary and hard-working prince began his painting before he was 20 years old. One of the expressions of his passion for color was his determination to see the characteristic colorings of cities, fields, forests, skies and waters of as many European countries as he could, and he began traveling as extensively as his family would permit—which was about that which he desired, for, gentle as he ever has been, his steadfastness in his "radical" ideas against all opposition, and against the traditions of his caste, show him to be mentally determined, unafraid. He went to Egypt, Italy, Syria and Palestine after he had learned that nowhere in North Europe existed the free glory of the primal tintings as it might be found in eastern, warmer lands.

Sometimes known on these journeyings, not as a prince, but as the Duke of Naerke, and oftener as plain "Mr. Oscarson," he sought no association with high and official society, but tried to learn the lives and ambitions of the people, tried to understand their problems, compared their psychologies as well as he was able with the very different temperamental characteristics of his own people of the Northland.

Intermittently, in his periods of travel, the prince was studying in Paris under the best masters, among them Bonnat, Gervex and Puvis de Shavannes. Now and then he entered pictures of his own in the French and other national competitions, but never under his real name, being fearful that that might cause some favoritism. In such competitions he won various honors. At the great international art exhibition in Paris in 1889, in the Palais de Beaux Arts, three small paintings were hung in the most inconspicuous corner of the salon, but the painter's name was not given in the catalog. It was soon rumored that the artist was a royal prince and the head of the exposition was severely blamed for his obvious tactlessness in not obtaining a better place for the canvasses. But he smiled and shook his head, knowing that the place had been chosen by the young painter himself.

One of these little paintings, a woman's head, was eulogised by a famous art critic, who wrote:

"By whom is that dreamlike revelation, this woman of such exquisite sweetness with her golden hair streaming down over the rosy velvetty shoulders?"

It was by the modest, blackhaired young artist who would be seen sitting with his easel along the picturesque quays of the Seine, who would not for a moment think of utilising his high social standing to gain an advantage at the cost of his less fortunate confreres.

This recognition in Paris is more impressive than the fact that the Swedish National Gallery has purchased several of Prince Eugene's canvasses and that, long before he won in open competition his privilege of decorating the new city hall at Stockholm, he had painted the murals for several minor public buildings.

His taste in art is catholic, as shown by the magnificent collection of the work of other men in his unique home in Stockholm. This is a fine building, but not particularly large. It is on famous Valdemar's Point, overlooking a passage from the sea which is an avenue for vessels entering Stockholm harbor. Of the sea scenes visible from the splendid northern windows of his great studio he has executed many paintings which, although they are a radical departure from his other work, are regarded as remarkable. They show that night scenes appeal especially to him, for nearly all of them are of vessels passing into or out of the harbor after dark, with lights burning and strange, weird skies behind them into which the vessels' smoke is blended picturesquely.

It is in this studio the prince spends the greater part of his time when in Stockholm, and in it he entertains his friends. But his spirit of democracy goes far beyond that intimate circle which he gathers, very frequently, about him. The people of all Sweden are admitted to the studio upon occasion, so that whatever is there which might aid the national culture may be shared. Among his greatest friends was the distinguished Anders Zorn, the etcher, as widely known in America as in his home country, a citizen of, indeed, and in a peculiar sense, the property of the world.

One of the finest etchings Zorn made was of the prince, and he gave him lessons in etching. This art the prince has developed rather extensively, adding another to his means of artistic expression. He is intensely patriotic in his own way, and that means he desires the educational and psychological development of the Swedish people, rather than that he favors conquest or the spread of Swedish political influence.

His labors are well illustrated by the decorations which he, himself, executed for a tiny church in the remote fastnesses of Lapland, where the people never had had any chance to see a picture worth the viewing. Discovering this tiny sanctuary and sensing the comparative emptiness of the people's lives, he painted for it a picture which is called "The Holy Grove" and which is destined, if the critics are not wrong, to become better known, although it never will be taken from the little church.

The prince believes that Sweden should encourage careful, deep and comprehending Nature study among its youth in all its schools, and to assist toward that end he has executed remarkable decorations for two of the largest public schools in Stockholm. These paintings are very much admired and depict, as one enthusiastic critic says, "the very soul of the Swedish countryside."

Two of his best known pictures are "The Cloud" and "The Old Mill." Rarely in the history even of the devotees of art has there been found a consecration quite so full and so complete. Whatever love affairs Prince Eugene may have had in his days in Paris, he has had none since. His passion is all for his brushes and his colors. He no longer accurately can be regarded as a Socialist, although he still sometimes is referred to as "the Red Prince."

His interest in military matters is absolutely nil, although, of course, as a member of the Swedish royal house, he had a careful military training and passed all examinations in the military art with high honors. He left the army at the earliest possible moment, which was not, of course, until he had passed through all ranks to that of colonel.

His interest in Swedish handicraft is great, and the fact that he has given much time to the designing and even the making of dishes and vessels of silver, gold and copper, after designs of his own, and with the hope, doubtless, of producing something beautiful which shall at the same time be useful, is evidence of this.

FRENCH SAVINGS ON LARGE SCALE

Operations of the French savings banks for the fiscal year 1921 show an excess of deposits over withdrawals of 832,000,000 francs. This is a marked improvement over the results for 1920, which showed an excess in deposits of 645,000,000 francs, and also over the position in 1913 when withdrawals exceeded deposits by 68,000,000 francs.

The following figures received by the Bankers Trust Company, of New York, from its French information service show the excess of deposits over withdrawals for each month during the years 1920 and 1921:

	1920	1921
	(in 1,000 francs)	
January	87,321	98,188
February	165,798	183,162
March	89,230	111,452
April	30,051	66,217
May	25,881	65,358
June	44,681	44,693
July	68,042	52,329
August	86,143	71,923
September	46,405	67,655
October	17,083	33,434
November	*7,295	*4,461
December	12,120	38,422
	645,500	832,372

*Excess of withdrawals.

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Today's Church Services

SUNDAY, APRIL 23

Holy Trinity Cathedral.—First Sunday after Easter (Low Sunday). Holy Communion (and at Bubbling Well Chapel) at 8 a.m.; Matins (said) at 10 a.m., Psalm 3. Lessons Isaiah lii, 1-12, 1 Cor. xv, 1-28. Choral Eucharist at 10:30 a.m. Harwood in A flat. Hymns 127, 316, 322, 555. Preacher; The Dean. Children's Service and Sunday School at 3 p.m. Evensong and Sermon at 6 p.m., Psalm 103. Isaiah liv. Rev. V. Anthem "Lead Me Lord" (Wesley) Hymns 136, 125, 136. Preacher; The Sub-Dean.

St. Andrew's Church, Broadway.—Matins, Holy Communion and Sermon at 10:30 a.m., Psalm 3. Lessons Isaiah lii, 1-12. 1 Cor. xv, 1-28. Hymns 125, 137, 324, 172. Preacher; Rev. W. Robbins, M.A.

Union, Church, Shanghai.—At 11 a.m., Preacher; Rev. A. Norman Rowland, M.A., Subject: "The Social Bearing of Christianity." Chant 38. Anthem: "O Lord, Bow Down Thine Ear" (Hammel). Hymns: 27, 404, 395. At 6 p.m. Preacher; Rev. A. Norman Rowland, M.A., Subject: "A Neglected Point in Prayer." Chant 137. Hymns 37, 414, 555.

The Community Church.—Morning service at 11 a.m. in the Columbia Club. Take Zikawei car No. 1 to Avenue Doumer. Dr. Freeman, the minister, preaches on "The Continuing Resurrection of Christ." Mrs. Hester Vanderburgh will sing.

Afternoon service in Masonic Hall, 20 The Bund. At 5 p.m. Rev. Dr. Charles R. Erdman, of Princeton University, will be the Preacher.

Strangers in the city will find in these services a cordial welcome always.

New Thought Center.—12 Nanking Road, Kelly and Walsh Building, Top Floor. Sunday Service from 11 a.m. to 12 noon. Subject: "Blessings." Free treatment and teachings daily from 10 a.m. to 1 p.m. The public is cordially invited.

St. Joseph Church.—Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock, High Mass, Sermon in English. At 4 p.m. Benediction. On week-days, Masses at 6 and 7:30 a.m.

Sunday Service League.—Martyrs' Memorial Hall, 130 Szechuen Road, Sunday April 23, at 5 p.m. "Subject: "Contribution of the Orient to the World Tomorrow" by Miss D. Mohini Maya Das, A.B., of India. Music by Women's Quartette from McTyeire High School and the Amoy Glee Club of St. John's University.

Shanghai Free Christian Church (Evangelical). — Corner of Range and Chapoo Roads. The services on Sunday next will be conducted as follows: At 11 a.m. and 6 p.m. by Rev. Charles R. Erdman, D.D., of Princeton University.

Christian Science Society.—Masonic Hall, The Bund. Sunday Service at 11 a.m. Subject: "Probation After Death." Sunday School at 10 a.m. Testimony meeting Wednesday evening, at 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nanking Road (Room 71).

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: Rev. Summer Guerry.

Lloyd George's Truce Plan

What Ten Years Of Peace In Europe Would Mean And Some Of The Chief Obstacles To Achieving It

BY JAMES W. GERARD
(Former American Ambassador To Germany)

Again Lloyd George is to the fore and, encouraged by the success of the Washington Conference, he has flatly proposed a ten-year truce for Europe. The world most certainly needs a "Truce of God"—that cessation of hostilities from time to time instituted by the Church in the Middle Ages as a breathing time in a period of continued wars.

Truces for periods of years are not innovations in international relations. In strict diplomatic language, a truce is temporary a treaty is supposed to be permanent. A truce is in the nature of an armistice—a resort of diplomats sometimes when a breathing spell is desired to permit passions to cool and to give time for the negotiation of the more permanent treaty. For instance, in 1609 a twelve-year truce was agreed to between Spain and the United Provinces. The truce is limited by time; the treaty is not.

The naval holiday is but a cessation of shipbuilding, a limitation of armament, but a truce goes further and the parties to it solemnly agree not to fight each other for an agreed period of years on land or sea.

The treaties agreed on at the Washington conference are a great advance; but so little have the civilised nations, lately allied, progressed that an actual truce is required to supplement those agreements made in our capital.

It is because of the failure of the Senate of these United States to adopt the League of Nations idea, first advanced, not by Woodrow Wilson, but by Henry of Navarre, that we must turn to the medieval expedient of a truce—unless all that we count as civilisation, law, and order are to disappear in a volcano of universal war, unless the world is to be harried by taxes until the people turn to revolution as the least of evils.

War must end. Private war has ceased. Dueling is no longer an institution in countries outside of France and the old territories of the Central Empires, and even in France it partakes of a character somewhere between basketball as an exercise and a wedding breakfast as an entertainment.

It is not optimistic to expect the end of war. Kings made war and wars, but today the King business is not what it was. Kings there are, even in Britain and Spain, but good Kings, tame Kings, Kings subservient to the Constitution; still fountains of honor, as Blackstone put it, but no longer danger points on the map of the world. Democracies are for peace.

The International Jew is another help—he has been reproached—but in the war he fought for whatever country he inhabited and fought well. A Jewish General bravely, competently, led British troops, and the Jewish boys from our east side were second in bravery to none in the great war.

The International Jew knows other countries, understands other countries, and it is mutual knowledge and understanding—the ability to put one's self in the other's shoes—that makes war impossible. Travel, business relations help; business rivalry need not bring war. A shirt waist seller on Forty-second Street does not mobilise his clerks and his family, pledge his credit to buy munitions and move in force to Thirty-fourth Street, because a rival there is underselling him. There is no reason why aggregations of individuals cannot behave as ethically toward each other as the individuals who make up the aggregations which we have learned to call nations.

GREAT BRITAIN'S POLICY

Is a truce necessary? What is the state of troubled Europe? Great Britain pursues her traditional policy, not to seek to conquer the leadership, but to destroy any nation which seeks leadership through conquest. The war ended, Great Britain offered a helping hand to Germany, which surprised Germany grasps, so that now the Britisher is first in the affections of the German people. France is the danger point. With what other nation has Britain any dispute? The colored cover design of a recent splendid number of the L'Illustration shows Napoleon pushing aside the stones of his tomb—rising from the grave to life.

Let us hope that this is not the spirit of France; but we are confronted by a French army greater than that with which Germany threatened the world in 1914 and the actions of the French delegates at the Washington conference in demanding an excessive number of submarines was a threat to Great Britain, dangerous because deliberately proposed in the cool council chamber. It is the threatening action of France, the insistence on impossible reparations, that may turn the German people in their broken despair either to the Red Army of Trotsky and Lenin or back to military reaction and Ludendorff and Rupprecht of Bavaria.

The tearing of part of Silesia from Germany was forced by France—France, ever fearing the Germans, ever dreaming of a military ally to the east of the German frontier—and the iron and coal and zinc of Silesia are to furnish the raw materials necessary to Poland's manufacture of munitions.

Look at a recent atlas and see the vast possessions of France in Africa. The Sahara is not all desert; fertile oases star it; tribes and flocks roam it; minerals underlie it, and from this vast territory France hopes for riches and, above all, recruits. The army program submitted by the French Government recently contained provisions materially increasing the force of African and other native contingents in the armies of France.

THE AFRICAN TROOPS

African troops were quartered in Germany, not to insult the Germans, but so that the African troops could on their return to their tents and bazaars give, in relating their tales of war, a concrete fact to show that France had overcome the great military power of Germany. Their hearers might not understand the Treaty of Versailles, but they can understand that French occupation of German towns spelled victory.

It is not to be denied that in the last months the friendship of France and America has received a blow, and the nations who helped France when ehe was in a death struggle resent language like that of the negotiator of the French-Turk treaty, Senator Franklin Bouillon, who spoke at Adana, Cilicia, on the occasion when France, abandoning the Armenians, turned over Cilicia to the Turks. The speech of Senator Bouillon as reported by the Turkish newspaper Yeni Adana, published in Adana, contained the following words: "During the last few years France and Turkey have been opposed to each other But that was a passing thing. Even during the bitterest days of the war France was a friend of Turkey."

Small wonder that Lloyd George thinks that a formal "Truce of God" is necessary.

Fortunately for those who still believe in France, although the French Government made the treaty with Kemal, there are Frenchmen who resented this policy.

In a debate in the French Senate in January, 1922, Senator Etienne Flandain said, "It is our privilege to surrender ourselves to Kemal, but have we a right to turn over to him the peoples, who trusted France?" and Senator Dominic de la Hay joined with Senator Flandain in protesting against the absolute abandonment of the Armenians who had fought for France and who were left, as Senator de la Hay said, to be "massacred by order from above."

The abandonment of the Armenians, who materially helped the allied victory is not, perhaps, except as disclosing a new France, pertinent to this article. but in the course of the debate a French Senator said "A combination of circumstances tore into bits the Treaty of Sevres. The Near Eastern question will again be placed on the table." Reference will be made later to this eternal question.

Come, gentlemen of France, you adopted the treaty Senator Bouillon negotiated—sorrowfully we wait for you, to deny that while the sons of America, Italy, Britain, Belgium, Serbia, Rumania, Greece, Portugual and Armenia and the other nations died for you, you concealed the "friendship" for the Turk from your trusting Allies.

WANT FRANCE'S FRIENDSHIP

We lovers of France in America want the old friendship to continue; a friendship which needed no truce of God to cement it; but if France wishes our friendship no taint of Caesarism must stain the tricolor. I have forgotten who it was who said most wisely that "the great danger of victory is that the conquerors will adopt the vices of the vanquished and the conquered assume the virtues of the victor." Was not military Germany enough of an example for the world?

Yes, the world needs Lloyd George and his ten-year truce, and the fact that Lloyd George, once, in England, despised and rejected of men because he championed the Boers, has had the courage to insist that the age-long slavery of Ireland shall end has immeasurably strengthened him, not only in this country, but in the world.

There is national selfishness in his proposal, but a selfishness that helps mankind. Better than all statesmen Lloyd George knows that the old Colonial system of England must go overboard, and he wants time for the change "From Greenland's icy mountains to India's coral stand" the subject races under British rule stir uneasily and demand what the historian Prescott has called "the deepest commandment of all our being—to be free."

The problem of England is to give those races a fair measure of self-government before Mohammedan revolt shall sweep the tide of a holy war over Asia and Northern Africa.

SELF-GOVERNMENT

Already a proposition for self-government has been submitted to the Egyptians. In India the problem is more difficult. Few realise that much of India is not ruled by Britain, but by native princes in whose dominions the British act only as advisers.

Diversity of races and religions add to the difficulties of the situation and Lord Reading, Viceroy of India, has a great opportunity for the exercise of his splendid talents. Those of us in America who know and admire and love him believe that he is equal to the task and that history reserves a place for him beside those who both build empires and serve mankind.

In the Pacific there is prospect of a long peace. Secretary Hughes has secured that in his epoch-making conference at Washington. The friction between the Japanese and American peoples, born originally from Imperial German propaganda, dies down. We cannot permit any race which does not readily assimilate with our own to peacefully penetrate and gradually possess any part of America, but on the other hand the great Japanese nation has the right, which we ourselves have exercised, to expand, to find new homes for its enterprising people, new opportunities for its trade and commerce and we must see to it that the members of this brave, proud and civilised race are given the social consideration to which their high culture entitles them.

It is in Europe that danger lies. I sometimes think that there is something in the soil of Europe, something in the air or the water or the food grown in the soil which produces hate.

Not only does France maintain this great army, but in Southeastern Europe the dogs of war are ever growling. Austria for the moment, is a negligible quantity. Her people fight cold and hunger, and the once gay city of Vienna, with its touch of the Orient in its streets and in the eyes of its lovely women, cannot be supported by a country reduced to such small dimensions.

HUNGARY WANTS REVENGE

Hungary, deprived of much territory, is dissatisfied and burning for revenge. At any moment a revolution may bring back the monarchic system to which the Hungarians seem devoted and the new King will seek to regain the lost lands of Hungary. Poland, Czecho-Slovakia, Rumania and Greece have arrived at an understanding and seem to be under the influence of France, while beyond the Balkans the Near Eastern question as Senator Flandain of France put it, is again on the table—the French in Syria, glaring at the new King Feisal, protege of the British, who rules the Arabians near Palestine.

Perhaps in a ten-year truce the French nation may put away what Norman Angell has called "the Great Illusion," the mistaken idea that war and conquest confer benefits.

No better example can be given than that of the German reparations. After deducting the sums Germany receives back under the Spa agreements the German people have already paid net the enormous sum of six and one-half billion gold marks to the Allies—a sum that has almost entirely been spent by the Allies on the military occupation of Germany. Spent, in other words, to maintain useless mouths—the thousands of soldiers who, adding nothing to the wealth of any country, hold German towns under the conquerors' yoke, stirring up in the minds of the German people feelings of revenge that again may array the peoples of Europe in cruel, bitter war.

Lloyd George may fall, probably the British, although not usually fickle, are tired of him and wish to try some one else, but his ideas will not fail. Every meeting of representatives of the nations at the council table helps the cause of peace and the establishment of a truce of God for ten years may prove the forerunner of a permanent peace—of a league which will bind the peoples of the earth with the peaceful chains of understanding and stays the world from the folly of war.

Bertrand Russell's Hopes And Fears

BY BERTRAND RUSSELL
(New Republic)

BEFORE embarking upon controversial topics, I wish to say once more, with the utmost emphasis that I consider the American government the best (i.e. the least harmful) of the Great Powers in its international relations, and that I have the profoundest admiration for the American people. The American government is in the van of progress among governments; but, perhaps for that very reason, American radicals (if I am not mistaken) are somewhat less radical than those of some other countries. In Tsarist days, the radicals of Russia were the most thorough-going in the world; and it would seem that bad governments are a necessary condition of good oppositions.

There is one other preliminary point that I wish to make clear. I do not believe in the application of moral epithets in politics, whether of praise or blame. In a former communication, my love of monosyllables led me to speak of "knaves and fools," in a passage which you quite justly criticise. Instead of "knaves" I should have said "men who judge correctly as to their own interests;" and instead of "fools," "men who judge mistakenly as to the public interests." Moral epithets represent, I believe, an insufficient analysis and understanding; when men's actions are understood, they appear inevitable, and therefore no more worthy of praise or blame than sunshine or a thunderstorm.

European radicals for the most part believe that the Liberal ideals which prevailed in Europe in the sixties, and survived in England down to the death of Gladstone, are no longer applicable to the modern world. These old ideals, so far as economics are concerned, may be summed up in free competition. In America they retain a hold over advanced political thought which they have lost in Europe. We observe that free competition within a nation tends to be extinguished by the formation of trusts, and is then transferred to the international sphere. In that sphere, it is one of the most potent causes of modern wars; especially when it takes the more recent form of competition for the possession of raw materials rather than for markets. Since the end of the war, the competition for oil between America and Great Britain must have caused anxiety to every friend of peace; I understand that it is now happily ended, as a part of the general settlement exemplified at Washington. The new tendency is towards international agreements among the financiers and industrialists. The London Times of January 10 tells how a set of German financiers are in treaty with Messrs. Morgan for the rehabilitation of Russia; and the American policy of the Consortium for China is universally known.

This new policy of international capitalism is not on the lines of traditional liberal ideals. It would have shocked Montesquieu or Jefferson or Cobden. Nevertheless it is a policy offering certain definite hope for the world, because it is constructive and international. Nationalism is, to my mind, the worst evil of our time, and the one which must first be cured before any essential progress becomes possible. The big financiers are, in the modern world, the men who have most to gain pecuniarily from internationalism, because of the danger of ruin and bankruptcy throughout the eastern hemisphere; they have therefore become, for the moment, the exponents of the international idea. As they are immensely powerful, one may hope that they will overcome the nationalist opposition which exists everywhere, and is especially dominant in backward countries such as France and Japan. In so far as they stand for breaking down the barriers between nations, substituting international for national trusts, and restoring the machinery of production and exchange, the big financiers are attempting a work which is necessary if we are to recover from the effects of the war. In particular, they are doing a work which should be welcomed by socialists, because nationalism, both in feelings and in organisations, is the great enemy to socialist propaganda and to the creation of a true socialist government.

All this, however, leaves untouched the reasons which lead us to prefer socialism to capitalism. Assuming the utmost possible success for the schemes of international finance, they might give the world peace and an abundance of material goods. But they could not give it freedom, and it is very unlikely that they would give any high degree

(Continued on Page 13)

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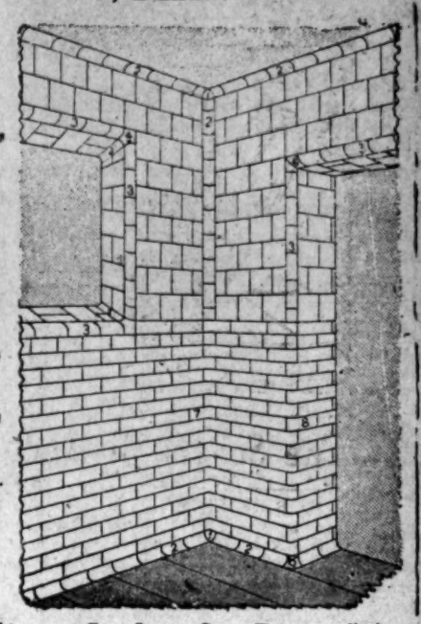
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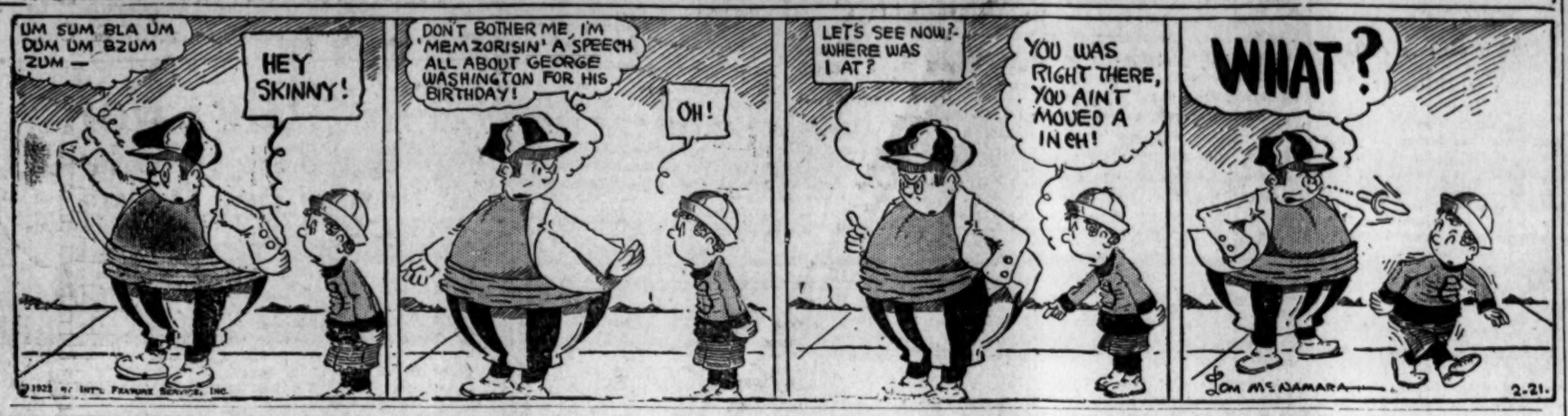
UM SUM BLA UM DUM DM BZUM ZUM —
HEY SKINNY!
DON'T BOTHER ME, I'M 'MEMZORISIN' A SPEECH ALL ABOUT GEORGE WASHINGTON FOR HIS BIRTHDAY!
OH!
LET'S SEE NOW?- WHERE WAS I AT?
YOU WAS RIGHT THERE, YOU AIN'T MOVED A INCH!
WHAT?
TOM McNAMARA
2-21.

The School Of Auction Bridge

BY R. F. FOSTER

Auther Of Foster On Auction, Auction Made Easy, Foster's Complete Hoyle, Etc.

In spite of the extensive way in which the modern system of counting quick tricks, and nothing but quick tricks, in valuing a hand for bidding purposes has been advocated, there are many who do not grasp the details of the theory.

It can be proved by examining any large number of played hands in which the bidding is sound that the quick tricks will average for the declarer and his dummy, and only normal value for the adversaries. This ratio may be departed from slightly in no-trumpers, but in suit contracts it will make up for what it loses at no-trumps.

In the Red Cross deals the adversaries won thirty tricks with twenty-two aces and kings when opposed to no-trumpers, but they won only thirty-six tricks with forty-four aces and kings against the suit declarations. Holding sixty-six aces and kings in both cases, they won just sixty-six tricks.

While there are many persons who strongly object to the statement that an ace is worth two tricks and that the ace and king of a suit are worth four, the fact remains that they will win that number of tricks, and the explanation lies in the fact that smaller cards are not counted except in connection with aces or kings or other honors.

The reason that the declarer can make twice as many tricks, on the average, with his high cards is that he sees just what can be done with them in the way of promoting the smaller cards of those suits into trick winners. The simplest example is to take five trumps, headed by the ace and king. In bidding, these two sure tricks are estimated as worth four tricks, nothing being counted for the other cards if smaller than a queen. When it comes to the play it will be found that these two sure tricks will produce four. Not in every hand, perhaps, but three in some and five in others. In 100 deals they will produce 400 tricks.

This double value depends on the value of these high cards in promoting the smaller cards of the same suit, or in bringing it small cards of other suits. Give dummy three small set-up clubs and the ace of spades. If you have no club to lead, that ace of spades is worth four tricks, not one, as it brings in the clubs.

The point that so many players overlook is that if there are no small cards to be promoted in this way the high cards immediately lose their double value. This may occur in several ways. Suppose the dealer bids a heart with five to the ace king, and his partner denies the hearts by bidding two clubs. The top hearts at once fall into the defensive class, at the normal value, two tricks only.

The same is true of high cards in the suits bid by opponents. The high cards in that suit lose their double value, as they would promote only the opponents' small cards. Take this example:

H.—A J 10 6 3
C.—Q 8 6
D.—8 6
S.—9 6 3

H.—K Q 7 5	Y	H.—9 8 4
C.—7	A P Z	C.—K J 10 5
D.—A K Q		D.—9 7 5
S.—7 5 2		S.—A 8

H.—
C.—A 9 4 2
D.—J 10 3 2
S.—K Q J 10 4

Z dealt and bid a spade, A two hearts. Y should have passed, but he falls into the error of counting his hearts at their attacking value, in which an A-J-10 suit of five cards is worth three tricks, and bids two spades. This valuation would be all right if he were bidding hearts, not knowing how they were distributed; but the moment the player on his right shows length in hearts Y's cards in that suit drop back to their defensive value, a trick and a half.

B avoids this mistake. His ace of spades is not worth two tricks, as Z has bid spades. His K-J-10 of clubs is worth about a trick and a half.

This is not enough to support hearts, so he passes, and Z plays the hand at two spades, and is set, as A led the diamond and then the singleton, and got in a ruff. At one table Y failed to keep the nine of trumps in dummy, and when Z trumped himself in with a heart Y could not beat A's third trump on the club and B would have trumped the fourth diamond.

Y's bid, if anything, should have been to double the two-heart bid. This was done at two tables, although it is a bad double, and at one the play went this way: Y led the spade nine, which B won, leading a diamond, and A led a club, finessing the ten. Z led the jack of diamonds, hoping Y could ruff the third round. This put A in a hole. He sees now that he should have passed up the first spade, which would have allowed him to ruff dummy in at this stage, to lead the clubs, giving him two odds and the game, losing one club, three trumps and a spade.

As is was, whether he leads the high trump or the spade Y must get in on spades and come through his diamonds, and he cannot make his contract. The error is in winning the first spade lead.

QUERIES AND ANSWERS

Pinochle

Question—Playing three hand, can a player law down the 40 for royal marriage and then add the ace, ten, jack for the 150, so as to give him 190 for the five cards, as in two hand?—N. Y. B.

Answer—Yes. The melds are the same in all forms of pinochle—two, three, or four hand.

Question—We have frequent disputes as to the value of the meld for eleven cards; five top trumps and king, queen of each of the three other suits. Some say trump marriage is lost.—J. W. E.

Answer—If trump marriage is lost because the cards cannot be counted twice, then the 80 kings and 60 queens are lost for the same reason. The correct value for the six melds in these cards is 370—80 kings, 40, 20 and 20 in marriages, 60 queens, 150 trumps.

Cribbage

Question.—I cut for the starter. The dealer turns up two cards. Must the higher be the starter?—N. J. K.

Answer—As it is not the non-dealer's fault, he can take his choice of the two exposed cards.

* * *

Question—What is the penalty for exposing a card during the deal?—W. J. B.

Answer—If a player exposes his own card, the deal stands. If the dealer exposes a card, his opponent may demand a new deal.

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Bertrand Russell's Hopes And Fears

(Continued from Page 12)

of prosperity to the ordinary wageearner. Capitalist industrialism concentrates immense power in the hands of a few men; the remainder are robbed of their fair share of control over public affairs and over their own lives, even if, politically, the country they live in is a democracy. When I read what Americans write about political questions, I usually feel an insufficient realisation of the control of politics by finance. Those who emphasise it, like Upton Sinclair, are thought to be muck-rakers, cynics and cranks. Even to suggest that when a big financier makes an investment, he usually does so in order to obtain a return for his money, is thought to be in very bad taste. The emissaries of the Consortium in China, for example, were mortally offended by the hint that the welfare of China was not the only thing American bankers were seeking. This attitude, naturally, greatly increased the suspicion with which they were regarded by the Chinese.

Economic determinism as an absolute doctrine appears to me to be mistaken. For one thing, it does not explain the passions which generate the groups towards which men feel herd-instinct. For another thing, I think the passion for power or for superiority to a rival is wider than economic self-interest. And I do not by any means deny that a certain percentage of mankind, in a certain percentage of their actions, are not egoistic. Politics, however, is concerned in the main with the average passions of large numbers of men, and as concerns individuals it is occupied almost exclusively with those who have exceptional power. In the modern capitalistic world, power belongs to the great financiers, who are not likely to be indifferent to economic self-interest, since those who are do not become very rich. At present, therefore, we are not likely to go very much astray in taking economic determinism as a practical guide to what is likely to happen. Certainly we shall go less astray that if we expect much idealism in the holders of power.

An extraordinary object lesson has been afforded by Russia. I suppose it is now generally known that the Bolsheviks were no worse than any other Russian party as regards atrocities or morals, and that they were making an honest attempt to establish a system which they, in common with many other people, believe to be better than capitalism. But they repudiated the Russian debt. Therefore Great Britain, France, Japan and America were willing to inflict death by slow starvation upon the population of Russia. (Great Britain, it is true, drew back when we saw that the Bolsheviks could menace our position in India; but this can hardly be called an idealistic motive.) When the failure of the harvest made it clear that the powers could inflict death by starvation, the Bolsheviks announced that they would assume responsibility for the debt and abandon the parts of their system which were most offensive to the big capitalists. Immediately the scene changed, and we find the nations tumbling over each other in their eagerness to relieve starving Russia. In view of this history, how can it be pretended that there is any country where idealistic motives outweigh a threat to the pocket? I presume readers of the New Republic know what happened when the Chinese government recently failed to meet an obligation of five and a half million dollars to a Chicago bank. America behaved exactly as any other power would have behaved in similar circumstances.

Practically all advanced opinion in Europe believes that the world's ills can only be cured by socialism. Nothing that we can find out about America makes us think that America has discovered any other way. On the contrary, we find in your semi-philanthropic commercialism the survival of a phase of incipient imperialism which we believe we have passed through. We think that America before the war had a liberal foreign policy because Americans had few investments abroad; that since the war, the pressing need of American finance has been to prevent European bankruptcy, which has led to an endeavor to restore peace and order. We infer that the very real merits of American foreign policy hitherto can all be explained by motives of self-interest, and are not likely to survive when self-interest turns against them. We think, in particular, that increase of power for American financiers means increase of persecution for socialists, since in America they are regarded with more intolerance than in any other country. We feel that this could be prevented if American radical opinion were more in harmony with that of Europe. But that is impossible so long as you continue to advocate the combination of political democracy with benevolent despotism in the sphere of economics.

This applies with especial force in international affairs. Western capital, with Germany as broker, is apparently to govern Russia; France, through reparations governs Germany; England and America have, if they choose to exercise it, a hold on France through French indebtedness, and America similarly could obtain a hold on us. As things stand, I think our influence on France and American influence on Great Britain would probably be beneficial, but I cannot say as much as regards western influence on Germany and Russia. That, however, is not the point. The point is that, under the present economic regime, the rich countries have immense power over the poorer ones, and also are able to drain the poorer countries of a very large part of the produce of their labor. This power of the richer countries will, of course, be used, as it has been in Russia, to prevent the propaganda, inauguration, or success of any system which robs the richer countries of their toll. To my mind, this regime is by its very nature contrary to justice, freedom, and democracy, all of which form part of liberal (as well as of socialist) ideals, in America as elsewhere. If I am wrong, I shall be glad to be shown my error.

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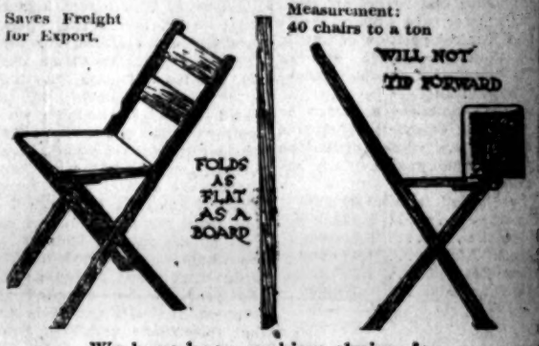

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England's Problem Is One Of Population

Difficulties To Be Met In England And The Dominions---Food Supply Question

London—The English-speaking peoples are seen at their best when confronted by apparently overwhelming difficulties. One such difficulty is today facing the British Commonwealth. Great Britain is too densely populated while Britain overseas is seeming ly handicapped by one great nee —population. The problem which the various states of the British Commonwealth of Nations have to solve rivals the Gordian knot in its intricacy, and there seems to be no direct, instantaneous remedy.

Here is a condensation of the issue: "How is Great Britain to distribute her population around her resources?" What are the facts of the case? Great Britain possesses one-fifth of the earth's surface. Dreams of building a larger kingdom are apt to turn into nightmares of eclipse. She must consolidate what she has. "Reorganise and revitalise" must be her motto. At present she is in the ironical position of having more than two-thirds of her white population in the diminutive Motherland.

At this juncture it would be worth while studying the figures of the various white populations of the Commonwealth. They are as follows:

The British Isles	45,000,000
Canada	8,500,000
Australia	5,250,000
South Africa	1,400,000
New Zealand	1,200,000
Newfoundland	300,000
	61,650,000

It will be seen that there are less than 17,000,000 Britons in the Britain overseas. It is conservatively estimated that Australia alone can easily support 25,000,000 persons. New Zealand could provide for about 5,000,000 or four times her present population. Canada, although at present closed to immigrants and engaged in absorbing her own unemployed, is fully capable of increasing her population to 20,000,000. This figure could eventually be increased so as to almost rival the population of the United States of America. All these additions to populations are not to be magically achieved in the twinkling of an eye. They will be the attainment of years, the beneficial results of well laid policies. No single government, but successive governments, will have to grapple with the task.

As already stated, Canada has wisely decided to absorb all her unemployed and will not accept more settlers until March. Would it not be advisable if every Dominion followed this example? All their unemployed could be employed in building homes and clearing land for new settlers. The work would become a permanent occupation directly following a sound "Migration within the Empire" policy was in full working order.

New Zealand has adopted a fine policy as regards immigration. No Bolsheviki agitation need apply for admission! All foreigners must take an oath of obedience, and all Britons—naturalised or free-born—the oath of allegiance. The New Zealand Labor Party fears and so opposes immigration on a large scale. Labor is afraid that it will lose much of the tremendous power that Trade Unionism has in New Zealand. The housing shortage is put forward as Labor's chief objection to mass immigration. "There are not enough houses for immigrants," says Labor. The Government replies with much justice. "More immigrants, more labor, more houses." There for the moment the situation stands.

England is gradually awakening to the imperative need of peopling Australia. By no strategy conceivable can 5,000,000 Australians hold the 3,000,000 square miles that constitute the Commonwealth of Australia. While there are 568 persons to the square mile in Great Britain, there are only 17 in Australia.

Australia, like New Zealand, has a strict immigration policy. Orientals are excluded for economic reasons. Australian workmen are better housed than those of any other country in the world. Cheap Asiatic labor would destroy this prosperity. The Premier has declared that 100,000 settlers per year is the maximum number the country could accept. Western Australia is prepared to find work for her quota of settlers at the rate of 200,000 for the whole Commonwealth. This means that about 35,000 settlers per year can be accepted by Western Australia and it is said that Queensland and New South Wales could each support 10,000,000 persons.

South Africa has her own peculiar problems. She is the one dominion where white people are in the minority! It is comforting, therefore, to be able to observe that all passages to the Union are booked for many months ahead.

Doubtless a strong emigration policy, the need for which has been shown would meet with great opposition in England. The apathy that clings to the British race would be the principal stumbling block. The war showed England the utter folly of depending upon getting food supplies from overseas, yet Great Britain cannont be self-supporting if she is to maintain her present population. It seems necessary for her to devote her whole energy to redistributing her population around the Commonwealth's resources.

Sea's Salt From Volcanoes?

It has long been an accepted theory that the ocean derived its salt from the rocks of the land. Rivers carry salt to the sea together with other minerals, and there it has accumulated through the ages. This refers only to common salt, which is sodium chloride, an element so far essential to the health of the human body that we could not survive without it. It is table salt lacking which most of our foods would taste flat and insipid.

Sea water contains other salts, notably those of magnesium and potasium, both of which, like sodium, are metals. It is a fluid of very complete chemical makeup, containing even appreciable percentages of gold and silver. Which, of course, is what might be expected in view of the contributions of land-detritus by the rivers.

But now a new theory is being put forward based upon the alleged fact that the salts of the sea do not correspond quantitatively to the salts of the land. That is to say, their relative quantities do not correspond. For one item there is an enormous excess of chlorides. The backers of this theory are disposed to contend that the salts of the ocean are largely of volcanic origin, taken up in solution from materials vomited up from the sea bottom at a period when the terrestrial globe was as yet in the making, its crust being in process of formation.

To support this idea, they say that the treater of Vesuvius after each eruption is found covered with a white crust that is in composition exactly like sea salt! It is estimated by geologists that the common salt in the ocean would make 4,800,000 cubes each one mile in size, which if spread over the United States, would form a layer one and sixtenths miles high.

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Burbank Discovers Several New Plants

San Francisco, Cal.—Several new food and flower plants, and a number of improvements in existing varieties of both these classes of vegetable growths, are announced from Santa Rosa, Cal., by Luther Burbank, as his year's work. Among the new productions of the plant-worker is a white oat, which has no hull, threshes out like wheat and weighs approximately 50 pounds to the bushel, compared with the 45 pounds a bushel weight of ordinary oats. Mr. Burbank also announces a new orange sunberry, having the flavor of the eastern blueberry and huckleberry, but larger in size and more prolific.

A larger form of artichoke also has been developed by him. It has a crimson blossom, and may be used as an ornamental plant, as well as a producer of food. The blossoms of the new artichoke are from six to 10 inches in diameter, by far the largest blossom of any kind that he has yet produced. A tomato-like fruit from Brazil has been acclimated to northern California climate, and developed in size until it is now as large as a tomato. Probably the most valuable discovery, however, is the introduction of a winter grass from Peru which bears a large amount of feed for cattle even in below-zero weather and heavy snowfalls affording a food for animals at all seasons.

Mr. Burbank spends nearly four hours of every day at work in his experimental garden, and adds in his announcement that he will soon be ready to announce 10 more new plants, largely for the flower garden, and mainly developed from native plants sent him from southern Mexico and Central and South America, where he says there are a number of valuable food plants merely waiting development and acclimatisation.

The annual announcements of Mr. Burbank have become almost national institutions among horticulturists, agriculturists and florists, as well as home gardeners, and his statement that he had produced three new flowering plants from foreign stocks was met with interest. These new blossom-bearers are a prickly poppy of large size and delicate coloring, which he has named the Argonne Mariposa, a new variety of amaranthus, called "Molten Fire," and a dwarf sunflower, only three feet in height, but bearing blossoms six to eight inches wide.

500 Stamps On One Lone Letter

New York.—Employees in the Newark post office discovered in the mail from Russia yesterday a registered letter with 500 or more stamps attached to the back of the envelope by means of metal fasteners and exceeding $1,000 in value at the normal rate of exchange.

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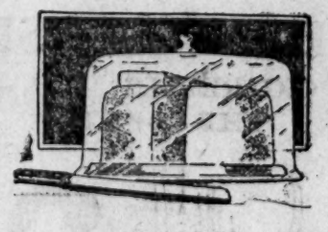

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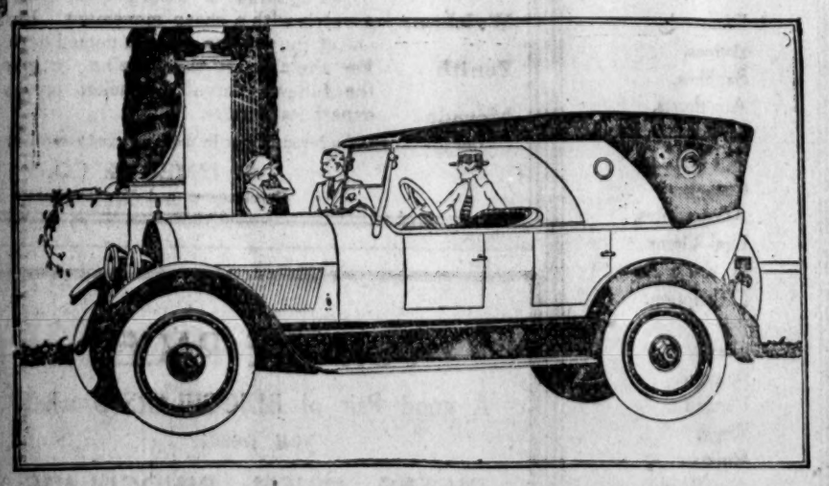

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Slavery At Its Worst Found In Abyssinia

Raiding And Trading Openly Practised. Westminster Gazette Charges

Abyssinia is the only remaining free and independent native state in Africa. It is also the last home of open slavery. In its capital, Adis Abeba, there are more slaves than free men.

The British legation itself is full of slaves, owned by the legation servants, who would not take service if they were not allowed to bring their chattels with them. The legation compound is British soil, yet not only do slaves who enter it not become instantly free, but if they have escaped from their owners, their owners can and do enter it without hindrance to recapture them.

That is an odd enough fact; but a still odder one is that a great many of these slaves are British subjects, captured by slave raids into British territory.

Slave raids, however, require rifles and ammunition, and as France, England, and Italy have bound themselves under the arms convention of 1919 not to supply munitions to the Abyssinians, it is only America that is now importing, or seeking to import, arms into the country—arms destined mainly to fill the great Abyssinian slave markets. At this moment a large consignment of American cartridges and automatic rifles is lying at the French port of Jibuti, awaiting the consent of the French authorities to its transport into the interior; and there is reason to believe that the French authorities, not being very much in love themselves with the arms convention and fearing an "incident" with the American government—which probably knows nothing at all of the affair as yet—may shortly give their consent.

So scandalous a state of affairs has not, of course, arisen suddenly. Abyssinia owes the preservation of her independence partly to the inability of the neighboring powers to agree on any line of policy as to her future, and partly to the great natural capacity and enlightenment of the Emperor Menelik, who ruled the country for nearly a quarter of a century from 1889 to 1913.

Menelik built Adis Abeba, laid out metaled roads, promoted the construction of a railway from the coast, installed a system of telephones, built bridges and corn mills, introduced a water supply, issued an edict against slavery, established a bank, a school, and a hospital in the capital, and imported teachers and doctors from Egypt and elsewhere. Above all, he established a system of law and order throughout the country, and maintained his authority over the provincial governors and subchiefs.

But no sooner had he died, nine years ago, than his work fell to pieces with almost incredible rapidity, and already Abyssinia has relapsed into a state that approaches barbarism.

Abyssinia is almost as large as France and Germany combined; it is the home of an ancient "Christian" civilisation; and it is one of the richest countries in the world—richer, we believe, than any other country in Africa of similar size.

Yet it is decaying. Vast areas are going out of cultivation, partly owing to brigandage and partly to slave raiding. . . . Slave raiding and slave trading have increased in Abyssinia by leaps and bounds during recent years, and today it is possible for any visitor to witness in Adis Abeba the worst forms of slavery that have ever cursed the Dark Continent—slavery open, cruel and fiendish, unfettered by European interference and hardly discountenanced by the foreign offices of the European powers.

Gangs of slaves, marching in misery, the men chained together in rows and the women and children dragging themselves along beside the main body, can be seen by any traveler in Southern Abyssinia today. Some of these slaves are captured on Abyssinian territory, others in British East Africa, others in the Anglo-Egyptian Sudan.

The gangs are not as large as they used to be, because the border districts have been depopulated. One of the writers of these articles has seen, with his own eyes, a convoy of ten thousand slaves marching toward the great slave market of Jimma; and in the course of a single day's march along the trail he has counted the dead and dying bodies of more than fifty captives who have dropped by the roadside.

In regard to certain incidents (raids into British territory) the British government has claimed reparations, but it has never obtained the payment of a single dollar or the repatriation of a single British slave.

Recently the regent in Adis Abeba received a present of 140 slaves, most of whom were children, of both sexes, between the ages of 6 and 14, though a few were adult women with babies at the breast. And even the European inhabitants of the capital can hardly avoid becoming slave owners. For if a slave is given to you you cannot emancipate him (or her) however much you may wish to do so. You may pay him wages to salve your conscience, but the process of emancipation is practically unknown, and if you set your slave free he is certain to be captured and again enslaved by someone else.

Short of a deliberate and comprehensive assertion of European authority, which could not be carried through without a very substantial demonstration of physical force, there appears to be no way by which the existing system of slavery in Abyssinia can be abolished.

But there is one thing that is obviously possible, and that is the prevention of the importation of arms and ammunition. The Abyssinians possess millions of modern rifles, but their stock of ammunition has fallen very low, indeed—possibly even as low as five rounds per rifle of the regular army—and when it is exhausted their power to raid and depopulate fresh areas, whether in British or in Abyssinian territory, will be destroyed at the same time. Munitions, therefore, are the crux of the whole question.

The European powers have contracted not to supply Abyssinia—amongst other African countries—with munitions, or with materials for their manufacture, but America, unluckily, has not signed the contract; and so it is to America that the Abyssinian government has lately turned.

Payment was made, in advance, three months ago, and the cartridges and automatic rifles, exported from the United States, are now lying at the port of Jibuti, in French Somaliland, which is the terminus of the Abyssinian railway, waiting, as we said above, the permission of another European government for transportation to their destination.

Arms Factories Of Indians

Prehistoric man of America, fashioning weapons out of flint, had as rigid a system of inspection as was used in our munition factories of a few years ago, Prof. Leroy Patton of Muskingum college, New Concord, O., declares.

"Flint which could meet the weapon-making requirements and which occurred in sufficient quantities to supply the needs of the savage tribes was not widely distributed," he says. "Neither could a people, who had no other method of transportation than by man power over forest trails or in birch bark canoes on the rivers, transport any great quantity of raw material from the ledges where it occurs to the widely scattered hunting grounds of the tribes."

Methods of ancient munition making are revealed by recent investigations of the Ohio State Archaeological and Historical Society, which show that the tribes which once inhabited Ohio, the so-called "Mound Builders," got their supply of flint for their arrow heads, spears and knives from the deposits of flint which occur in the ferriferous limestone of Flint Ridge in Licking and Muskingum counties, Ohio.

A great industry flourished there once. Skilled quarrymen, with a patience difficult to appreciate when one finds that their tools were only hammerstones of granite or quartzite with perhaps the aid of wooden or bone wedges, worked out the stone from the ledges. Either the quarrymen or another group of workmen then roughed out the blank forms from which the implements were to be made. This was done in order that imperfections might be discovered and pieces having them discarded and also to save the transportation of useless material.

The roughed out blocks were then taken to the workshops in the vicinity of the quarry and expert workmen fashioned from them leaf like blades from which, with but little further work, all forms of arrow points, spear points, drills, knives and scrapers could be made.

In the workshops another industry was also carried on, namely, that of making cores from which flint knives could be flaked. In many instances the knives were flaked out in the workshops. In other cases the cores were transported to different parts of the country and the knives flaked out as needed.

The flint from Flint Ridge supplied savage tribes all over the territory now occupied by the state of Ohio and in many instances far beyond the borders of the state.

"Primitive man's very existence, both in peace and in war, depended upon the possession of these flint implements. It is probable that our great munition factories of a few years ago were not as important to us as was this ancient munition factory to prehistoric man," says Professor Patton.

Movies Aid Police

British cinema theaters are being used as an aid to the police. In the case of two murdered infants found recently in a package at Ramsgate, samples of the handwriting on the package and certain other peculiarities have been filmed and are to be shown throughout the United Kingdom in the hope that someone will recognise the characteristic script and help the police toward identification of the dead babes and their murderer.

A similar plan is under way in connection with the murder of a nurse who answered an advertisement for an out of town position, went to the town named, was met by a motor car, driven by a liveried chauffeur, and, later, was found beaten to death on the road. In this case several nurses received exactly similar summonses, but only this one accepted the invitation to go to Bournemouth to care for an elderly lady needing bright young companionship and nursing skill.

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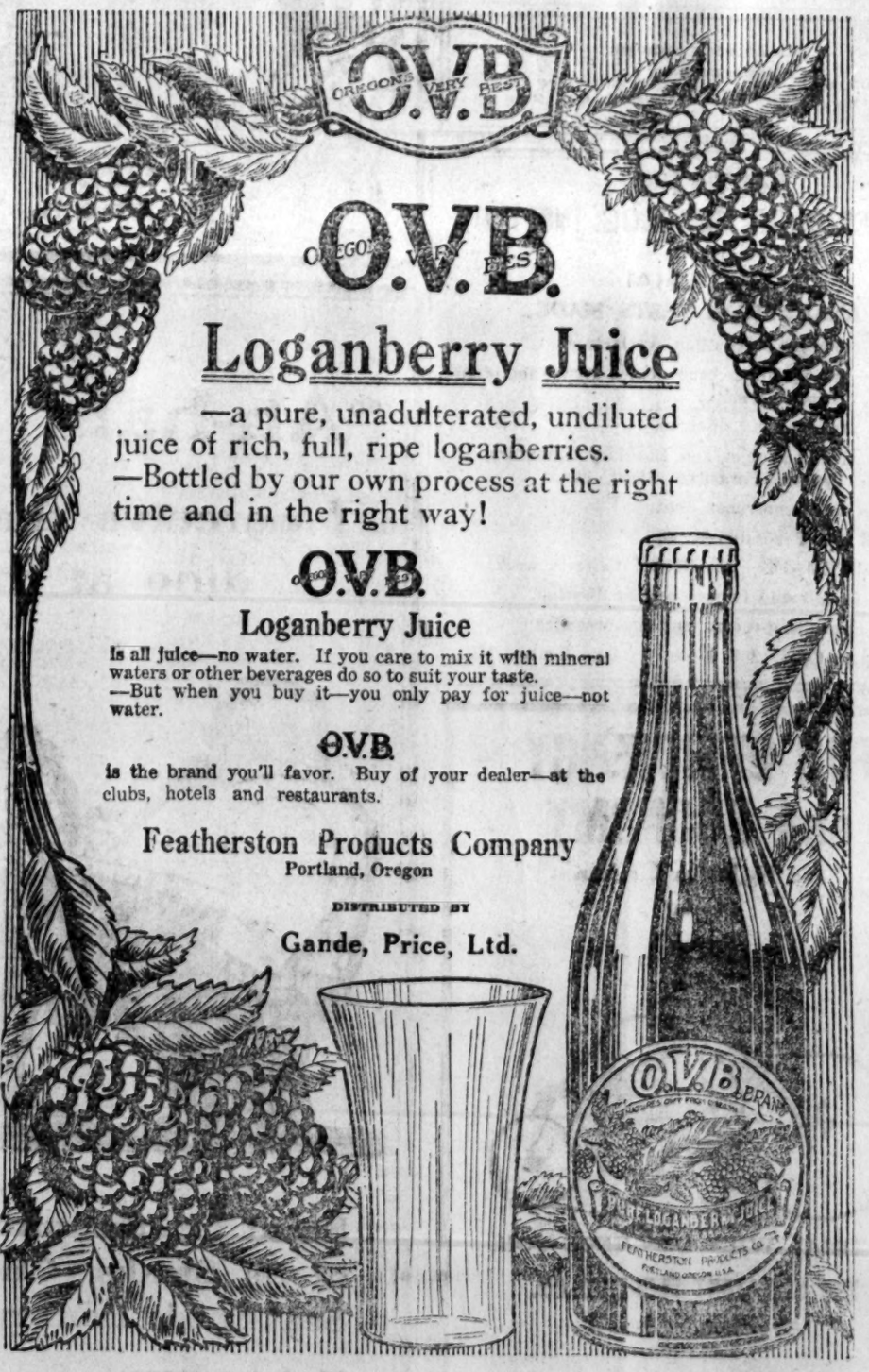
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Preventative Medicine.

The tendency of medical science is toward preventative measures. It is easier and better to prevent than to cure. Pneumonia, one of the most dangerous diseases that medical men have to contend with, often follows a cold or attack of the grip. The cold prepares the system for the reception and development of the pneumonia germ. The longer the cold hangs on, the greater the danger. Take Chamberlain's Cough Remedy as soon as the first indication of a cold appears so as to get rid of it with the least possible delay. It is folly to risk an attack of pneumonia when this remedy may be obtained for a trifle.

Sold Everywhere

A Delectable Romance Of A Poor Man Become Rich

Arnold Bennett Adds Another Title, "Mr. Prohack," To His Long List Of Successes

Mr. Prohack. By Arnold Bennett. Published by the George H. Doran Company. $1.75.

With that same nonchalant ease in portrayal that has given distinction to all his previous novels, Arnold Bennett rounds out his "Mr. Prohack" with a gesture of graceful accomplishment. There are no slips into the low grounds of inadequacy in the book. From the first chapter you follow the engaging and frequently surprising adventures of Prohack with a feeling of surety. This novel is going to maintain a strictly even road. There may be spots where the heat of an unsual event may make you think that the path is rising. You soon perceive the subtle facility in which Bennett contrives his moments of materialisation. No gusto of push is ever needed. The whole thing is as smooth, as slick—we use the word in its temperate sense—as the progress of a small balloon borne on an even breeze.

"To the very rich nothing can happen simply." So says Bennett in his story, and the words fit Prohack as a good glove fits a hand. The man has been employed in a department of the British government in London; has lived abstemiously with his wife, son and daughter; has proved himself to be an excellent fellow contented with small things. It chanced that years ago, before the time of the story, which is the present, he had loaned a friend £100, and this friend, in America, conveniently dies and leaves Prohack £100,000. Exit Prohack from the stage of honorable penury to tread the stage of flamboyant wealth. And he does bud, blossom and do the rich-man act to perfection. We like him all the time, for he's a lovable chap, generous, honest, but touched with just too much plasticity. Other folks shape him to their ends, yet not to an extent that injures him. A goddess of luck goes with him. That £100,000 becomes a much larger amount when Prohack, yielding to the advice of a friend who is on the inside in big business deals, invests a part of it in a deal that promises a quick turn. His little family believes that he cannot go wrong, and the women of the trio, amplified by two or three other women, get ideas of a life of splurge. Prohack trails along behind them, to a new home, a veritable mansion, to an existence decidedly flowery. The experiences of this once quiet government official, as he percolates through the mazes of a new order of things, give Bennett a chance for ample demonstration as a gentle but effective satirist.

We have insinuated that Prohack is a lucky dog. He is. His creator knows it, and it is a rather triumphant piece of writing, this leading the man into corners where the most of us would spar for escape, and then granting him an opening for a slipping away. "His damnable instinct for pleasing people once more got the better of him, and he spoke in a benevolent and paternal tone, his voice vibrating with compassion and with appreciation of her damnable instinct for dubious and picturesque adventure. The tone destroyed the significance of the words." The members of his little entourage know that he wears the occasional apparel of severity, but that the man under the garb, or within it, is just the fellow he was before the golden coins tumbled into his lap. They continue to lead him blindfolded into all sorts of extravagances, but they never hoodwink or blind the kindly goddess that saves him.

There is a salutary lesson in this book. After all, it is in the region of the mind that one finds his true happiness. Wealth, with all its gaudy ribbons, is but foolishness for him who prefers the quiet reserves of his own inner contentment. Prohack, almost against his will, found everything turning to glitter under his fingers. It is during the moments of his soliloquies that we get his reactions to the insubstantial that glosses over the apparitions of a life lived to a clock of social function and prestige. The realities of the people around him come to full daylight in the clear atmosphere of discovery. Bennett is wise enough to leave the man to his own devices, and not create from him a preachment. He sees his creature as he is, a simple chap bewildered in the midst of an unexpected plenty of worldly goods, and he reveals again the dexterity of his adventure with the men and women of his making.

A Survey

A Frank Comment On Big Topics

After the war. By Lieutenant-Colonel Charles C. Repington. Published by Houghton-Mifflin Company. $5.

"H. G. Wells . . . told me he was astonished at my sanity," relates Colonel Repington, in writing of the famous novelist's reaction to a speech on the world situation delivered by Repington at a dinner in Washington during the recent conference. Wells's remark might aptly be borrowed to express the sentiments of the reader who has just finished the colonel's latest diary, "After the War." It will, indeed, be a revelation to many, to find in the pages of this book proof of the fact that its author is, on large issues, extraordinarily clear-headed, and that behind Repington the society chatterer and Repington the military critic of more or less debatable authority, there is a Repington whose mind is open, who tries to approach a subject from many angles, who has anything but a dilettante's hatred for facts and figures, and who, therefore, has an attitude toward world politics that his admirers may very well characterise as statesmanlike.

"After the War" is the day-by-day narrative of Colonel Repington's observations of, and deductions from, the condition of contemporary Europe. The period covered extends from January, 1921, down to and including the greater part of the Washington conference. During that time Repington visited, in the interests of journalism, France, Italy, Greece, Czecho-Slovakia, Austria, Hungary, Rumania, Germany, Serbia, the occupied Rhineland and the United States. In all of these places, without fail, his records shed illumination on current history, an illumination which has real value to offer even to those who, already internationally-minded, have studied the subject, and which should awaken the interest of the multitude, unfortunately far too numerous, who are apathetic about the absorbing drama of events that is taking place today in all the great historic political entities.

As to the precise conclusions reached concerning each of these nations, it seems hardly necessary or desirable to retail them here. Being replete with "local color," they would lose much of their attraction and their positive worth were they to be offered in summary. Suffice it to say that they furnish data that should be of the highest usefulness to those whose duty it is to attempt to restore the balance of a disordered civilisation, rather than to the historian of the future, whose task it will be to relate in perspective and as "faits accomplis" the mutations chronicled by Repington in his year of wandering.

"After the War" can be strongly recommended, and this in spite of the fact that it is by no means free from the species of small little-tattle and utterly irrelevant personal anecdote that frequently bore and sometimes incense the reader, as they did also in the author's earlier effort. Repington the writer, apparently endeavors to render palatable the sound thought of Repington the observer to his more witless "society" friends, for whose attention he hopes, by the very secondrate device of mentioning their names, their dinners and the characteristics of their infant children. In this connection it seems pertinent to note that the colonel's notorious frankness is not much more than a piece of literary stage setting. The "revelations" he makes are of the kind that are usually fairly widely known to a good many people, and are so far "post facto" that they damage no reputation not already tainted and are not calculated to affect the outcome of pending events by offering fuel to disingenuous partisan flames. Repington's comments on the arms conference show that he has a sense of responsibility, which has often been denied him, and that when he happens to find out something calculated to arouse unreasoning national antagonism he is chary, as all reasonable men should be, of making faces and calling names in print while there is still hope of matters being ameliorated by the process of negotiation. It may be true that he has laid himself open to attack by appearing to be egocentric, lacking in taste and fond of strutting, but in "After the War," at least, the reader is left with the impression that these are faults of the heart, rather than of the head, and that Colonel Repington does his human best to think sincerely, straightforwardly and soundly, according to his lights, and that the result is well worth the attention of the seeker after information.

American Artists To Help Europeans

New York.—Predicting that he will take to Europe within the year an exhibition of American paintings from which European artists "can learn much," Homer Saint-Gaudens has arrived here from Europe with 135 foreign canvases for the twenty-first annual international exhibition of the Carnegie Institute of Pittsburgh.

"We have no such storehouses of past artistic treasures as those abroad," Mr. Saint-Gaudens said, "but when it comes to temporary work I am vain enough to feel confident that during the last decade our painters have produced as high a quality of work, if not a higher quality, than either the Continent or Great Britain. To produce great art we must give and take, learn from our neighbors, as they have much to learn from us. Consequently, while I am returning with the best Europe has to offer, I hope within the year to take to Europe examples of the highest distinction of our art, from which I believe they can profit much."

Straw And Hulls Edible

Numerous experiments have been made during the last few years, particularly by German investigators in attempts by various treatments to render more digestible the straws of the different cereals. The action of sodium hydrate as well as of calcium hydrate, says Dr. J. B. Lindsley of the Massachusetts Agricultural Station has proved effective, and the digestibility of some of the materials treated has been increased 50 or more percent.

At the Massachusetts Experiment Station studies of the effect of quite dilute sodium hydrate upon the digestibility of oat and rice hulls have been completed and a preliminary statement of the results given.

It is evident that the action of the soda did improve the digestibility of the oat hulls to a limited degree and of the rice hulls to a limited extent. A thorough study is being made of the chemical composition of oat, barley, rice and cottonseed hulls, and of flax shives, and of the action of different strengths of sodium hydrate and of other chemicals in improving their digestibility.

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(Third Section)

The China Press
大陸報

SHANGHAI, SUNDAY, APRIL 23, 1922

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CORD AND FABRIC TYRES
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Business and Official Notices

Special Notice To Mariners

No. 628.

China—South Coast

Kiungchow District.

Eastern approach to Hainan Strait—South Channel.

Hainan Head Bank Buoy missing.

NOTICE is hereby given that the Hainan Head Bank Buoy, South Channel, Eastern Approach to Hainan Strait, is missing from its station.

The replacement of this buoy will be effected as soon as possible.

T. J. ELDRIDGE,
Coast Inspector.
THE MARITIME CUSTOMS,
Marine Department,
Shanghai, 22nd April, 1922.
47933

Shanghai Race Club

Spring Race Meeting, 1922.

MONDAY, 1st MAY,
TUESDAY, 2nd MAY,
WEDNESDAY, 3rd MAY.

First Saddling Bell each day will be rung promptly at 11.30 a.m.
and
Saturday, 6th May, First Saddling Bell will be rung promptly at 1.15 p.m.

Grand Stand Tickets giving admission to the Members' Enclosure, Grand Stand and Members' Pari-Mutuels, may be obtained on application to the undersigned.

PRICES:

For the 4 days,
Gentlemen .... $15 each.
Ladies ..... $10 each

For the single day,
Gentlemen ..... $5 each
Ladies ..... $3 each

Badges giving admission to the Unreserved part of the enclosure may be obtained from Messrs. Kelly & Walsh, Ltd., or at the Public Entrance Gate, 14 Mohawk Road.

PRICES:
For the 4 days ..... $6 each
For the single day .. $2 each.

TIFFINS, TEAS & REFRESHMENTS WILL BE SERVED AT THE COURSE.

For Members and Grand Stand ticket holders—in the Grand Stand.

For the Public—in the Public Refreshment room.

The tiffin interval on each of the first three days will be after the third race.

The first saddling bell after tiffin will be rung promptly at 2 p.m.

By Order of the Stewards,
A. W. OLSEN,
Secretary.
Shanghai Race Club.
47923

In the United States Court for China

In re Last Will and Testament of William E. Sperry, *Deceased.*
Cause No. 1683
Estate No. 428
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of William E. Sperry, deceased, to present the same, with vouchers, to the undersigned on or before October 16, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

B. A. HENSLER,
Administrator,
c/o AMERICAN DRUG CO.,
42 Nanking Road,
Shanghai, China.
April 16, 1922. 47927

In the International Mixed Court of Shanghai

RE: WEI FONG COMMERCIAL BANK.
(In Liquidation)

NOTICE TO CREDITORS

NOTICE IS HEREBY GIVEN that a meeting of creditors in the above matter will be held at the offices of the undersigned on Tuesday, 25th April, 1922, at 2.15 p.m.

SETH, MANCELL & McLURE.
Official Court Accountants.
No. 7 Avenue Edouard VII,
Shanghai, 22nd April, 1922.
47947

Manila Straw Hats

for

LADIES and CHILDREN

1 floor room 5
Tel. N. 156
A. 158 Broadway (opposite Broadway Store)
47943

S. S. BAY STATE
From Hongkong & Manila

NOTICE TO CONSIGNEES

Examination of ship damaged cargo ex the ss BAY STATE will be held at the China Merchants' Central Wharf at 9.30 a.m. on Monday, April 24th, when Messrs. Eisler & Reeves, Marine Surveyors, will be in attendance.

THE ADMIRAL LINE
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No better example of good saving is to be found than in I. S. S. Premium Bonds which have served the public for many years, promoting thrift and saving to an extent to which no other Society can compare, they stand out paramount in their peculiar advantages to the community Write for full particulars.

Hankow and Ports

The Hoong On S. S. Co's Steamer Chang-On Captain Warild, will leave from the Ningshao Wharf Chinese Bund Nantao, on Tuesday the 25th April, at about 12 o'clock (midnight) (Cabins) fitted with steam heater. Passage Money, Shanghai to Hankow, $40 single and $60 return. For Freight or Passage apply to office of the Company No. 1B Hankow Road. Telephones Freight 1520 Passage 3283.
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BIRTH

FERGUSON. On the 21st of April, at Dr. Fearn's Sanatorium, to Mr. and Mrs. Charles J. Ferguson, a daughter, Joan.
47962

LOST

ONE WHITE COCKATOO from 14 Hannen Road early on Saturday morning. Talks a few words in Russian. Cannot fly as wings are clipped. Finder will oblige by returning bird to above address. Reward if necessary.
47951

NOTICE

Prof. I. K. Seto and Madam Fumi Seto, expert Japanese massuers beg to announce that they have removed to No. 10 Seward Road. Give treatment at the above address or your residence. Telephone N. 3253.

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FRESH DRAWING

On 1st May 1922

IT HAS BEEN DECIDED to hold a FRESH DRAWING unless the winner in the recent drawing makes claim for the Prize before the end of this month. All old tickets will participate in the new drawing.

We still have on hand a few machines with tickets

THE LAST WEEK!!

BUY your CORONA and a chance for a NEW STANDARD FORD TOURING CAR from

THE OFFICE APPLIANCE CO.
Corona Sales Agents
22 Nanking Road, Shanghai

FOREIGN WOMEN'S HOME
ANNUAL SALE

The Annual Sale in aid of the funds of the above Home will be held on Thursday and Friday, April 27th and 28th, from 3 to 7 p.m. in the

UNION CHURCH HALL

A splendid assortment of Irish linen, tablecloths, serviettes, pillowcases, traycloths, etc., will be on sale. Also dress voiles, muslins, sheetings, towels, fancy goods and many other useful articles.

All at reasonable prices

Tea 4 p.m. Home-made Candy Stall

Please Come and Bring Your Friends

(Mrs. D.) L. A. MacGILLIVRAY
HON. SEC.
47893

CUSTOMS NOTIFICATION.

No. 995.

The undermentioned, unclaimed Passengers' Luggage, stored in the Customs Jetty Godown, will be sold, if not claimed by the owners, on or before the 26th April 1922.

C. N. HOLWILL,
Deputy Commissioner of Customs
in charge temporarily.

CUSTOM HOUSE,
Shanghai, 18th April 1922.

Date entered	Vessel	Name	Description
16-12-1919	Emp. of Asia	Mrs. Sparke	1 Bok
21-12-1919	Tenyo Maru	No name	1 Books (parcel)
27- 2-1920	Nile	Miss Kennedy	1 Clothes (bundle)
10- 5-1920	Simbirsk	F. T. Williams	1 Lamp
6- 6-1920	Nanking	Hu Ching See	3 Boxes
29- 6-1920	Shinyo Maru	No name	1 Basket
11- 7-1920	Kumano Maru	Wong Ting Sing	1 Hand Bag
17- 7-1920	Korea Maru	Quan Qui	2 Trunks
"	"	Q	1 Kit Bag
"	"	C. Shaw	"
18- 7-1920	"	F. H. Chen	1 Pkge (Picture)
21- 7-1920	Kalyan	W. R. M.	1 Camp Bed
22- 7-1920	Venezuela	E. C. Porter	1 Box
29- 7-1920	Unknown	No name	1 Leather Bag
"	"	Wong Ching Foo	1 Box
"	"	J. Karr	1 Case Chinaware
"	Venezuela	R. Carter	1 Box
"	Unknown	A. P. Portway	1 Camp bed
17- 8-1920	Nile	No Name	4 Cases Tinned Fruit
31- 8-1920	Fushimi Maru	Donaldson	1 Box
6- 9-1920	Empress of Japan	No Name	1 Trunk
"	"	"	1 Suit Case
13- 9-1920	Empress of Asia	Dash	1 Umbrella, paper
"	"	No Name	1 Basket
16- 9-1920	China	G. H. C.	1 Trunk
1-10-1920	Nankin (P. & O.)	No Name	1 Box
15-10-1920	Porthos	"	2 Boxes
"	Siberia Maru	Lalwani	1 Box
23-10-1920	Empress of Russia	Kong Pui	1 Box
3-11-1920	Empress of Japan	No Name	1 Trunk
8-11-1920	Empress of Asia	"	1 Parcel
13-11-1920	Shinyo Maru	"	1 Basket
13-11-1920	Empress of Russia	Lucker	1 Trunk
24-11-1920	China	H. K. Law	1 Box
"	Nellore	T. Smith	1 Box
7-12-1920	Empress of Russia	Tin Kam	1 Parcel
13-12-1920	Shinyo Maru	Mr. Sin	1 Box
3- 1-1921	Iyo Maru	No Name	1 Bundle bedding
19- 1-1921	Anchises	Miss Major	1 Hamper
24- 1-1921	Armand Behic	P. M. Royere	1 Box
30- 1-1921	Venezuela	J. C. Brown	2 Pkgs, 1 hand bag 1 parcel.
31- 1-1921	Empress of Russia	Law Soon	1 Trunk
28- 2-1921	China	L. Wing	1 Box

47814

Business and Official Notices

S.S. "KEYSTONE STATE"
From Seattle

NOTICE TO CONSIGNEES

Examination of ship damaged cargo ex the s.s. KEYSTONE STATE will be held at the China Merchants Central Wharf on Monday, April 24th at 9.30 a.m. when Messrs. Eisler and Reeves, Marine Surveyors, will be in attendance.

THE ADMIRAL LINE AGENTS.
47803

We are the
SOLE AGENTS
and
DISTRIBUTORS
for
"GERMKIL"
The Ideal Antiseptic and Disinfectant

Large Stocks Carried

Let us quote you on your requirements

Sample and Price List sent on request

The Jensen Trading Co.
130 Szechuen Road, Shanghai.
'Phone C. 7134.
47216

NOTICE

Dr. Med. Alex. Renner
(Specialist in Women's and Internal Diseases)
has recommenced practice
at
11B NANKING ROAD
(Chinese-American Bank Building)
Tel. C. 6980
Office Hours: 11-1 and 4-6
Residence: Kalee Hotel
Tel. C. 666
46171

S.S. "CATHAY"

The s.s. "CATHAY" is now discharging her cargo at the Dollar Pai Lien Chien Wharf, Consignees are requested to send in their Bills of Lading for counter signature and take delivery of their goods. All claims against the steamers must be sent in within 10 days after the completion of the steamer's discharge or they will not be recognized. All risks at the wharf to be borne by the Consignees of the goods. Examination of the damaged cargo will take place at the wharf, on Monday, April 24th, at 2.30 p.m. Marine Surveyors, Messrs. Eisler Reeves and Murphy will be in attendance.

THE ROBERT DOLLAR CO.
47895

IMPORTANT NOTICE

I have as from this date severed my connection from the Central Garage.

April 20th, 1922.
(Signed)
47842 J. B. TAYLOR.

NOTICE

Mrs. P. F. Wisner of No. 530 Avenue Joffre has no authority to pledge the credit of our client Mr. P. F. Wisner her husband.

ELLIS & HAYS,
8 Peking Road,
21st April, 1922. 47891

NOTICE

We have this day established ourselves as Merchants and Commission Agents.

Shanghai Office, 11 Ezra Road.
Head Office, 149 Broadway, New York.

H. A. NAFTALY TRADING CORPORATION,
M. D. SILAS,
Manager for the Orient.
Shanghai, 18th April, 1922.
47892

The Present International Situation

An Address by

Dr. JOHN R. MOTT

Chairman, World's Students Christian Federation

Also other members of the

"International Team"

LYCEUM THEATRE

Monday, April 24th

5:30 o'clock

Open to the Public
47956

Dr. Guido Piazza, M.D.

GRAZ-PADOVA UNIVERSITIES
(late assistant to Prof. MATZENAUER).
SPECIALIST in internal, skin and venereal diseases, Surgery. Latest treatments of syphilis. Chemical and microscopical analysis. Consulting hours 10 a.m. to 12 and 2-5 p.m. 3 Ezra Road, 4th floor, Telephone C. 6735.
45387

DR. R. HOLPER, M. D.

(Bordeaux University, France)
SPECIALIST IN VENEREAL URINARY AND SKIN DISEASES
American Oriental Bank Build.
No. 15 Nanking Road.
Hours 11 to 1 and 4 to 6. Tel. C. 79.

TO LET

Apartment of 3 rooms with a small balcony facing the sea, furnished with or without board. Apply to Mr. Bushner, 40 Ryojun Machi, Tsingtau.
47513

HAND MADE FILET LACE

WHEN you are here to look for filet-lace connections, call on or write to us.

South China Products Co.,
Wholesale Filet-Lace Merchants.
63 Rue du Consulat
Tel. C. 6104.
47224

Notice of Removal

YOUNG BROTHERS TRADING COMPANY
(Foreign Department)

The above offices have been removed to the first floor of the New Building of Young Brothers Banking Corporation at 9.14 Kiukiang Road.
47765

NOTICE

"American citizens resident in this Consular District are informed that income tax forms for the calendar year 1921 may now be had on application to the Shipping Office. Requests by mail should state whether the form desired is one for an income of over U. S. $5,000. or for an income of U. S. $5,000 or less.

EDWIN S. CUNNINGHAM
American Consul-General.
47925

NOTICE

Piles both external and internal cured altogether from the root by external painless applications only (No Knife used at all).
Apply to Dr. MEHTA,
40 North Szechuen Rd., Shanghai.
43064

NOTICE

THE Shanghai New Tutorial Classes for English, Mathematics, Book-keeping, etc., are now located at 9 Hankow Road (Apartment 14): For terms, etc., apply (by appointment) Mr. K. D. Mistry, B.A.
47368

Dr. Alexander Rosenberg, M. D.

University of Montpellier
22 Chaoufoong Road
Consultation hours
from 1 to 3
and by appointment
Tel. North 737.
41346

Dr. Furstenberg

8B Kiukiang Road.
Specialist in urinary, skin and venereal diseases.
Hours 11 to 1 and 4 30 to 6.30 or by appointment.
Tel. Central 838.
47720

DR. F. FRANEK, M.D.

Specialist in Urinary
Skin and Internal Diseases (Latest European methods of treatment)
21, Nanking Road.
Consulting hours 11-1, 4-6.
29634

Trade Mark
PHONE
N. 1036

SEAN YOU, ZOO & CO., LTD.

Towels (Turkish and Honey Comb).
BATH Robes for Gentlemen, Ladies & children.
Y. 16A N. Szechuen Rd. (Near N. Soochow Rd).
47639

Manufacturers and hold large stocks.
Paragon dixie GRASS RUGS
"EVERLASTING WEAR"
Latest designs and colouring
All in full sizes

NISHINA BROS. CO.
Phone N. 3169 29 Chapoo Road.
47358

Chinese Government Railways

TIENTSIN-PUKOW LINE

Notification No. 319.

The public is hereby notified that owing to an obstruction occurred to this Line betweeen Tang Kuan Tun and Tsing Hsien stations the trains Nos. 1, 2, 3 and 4 will be run between Tsinanfu and Pukow only. Passenger and mixed trains between Tientsin and Tsinanfu will be temporarily suspended until further notice.

By Order,
47915 THE TRAFFIC MANAGER.

DR. Z. S. TORJEWSKY
DENTAL SURGEON
11, Peking Road Phone Central 207.
(First Floor)
Newest methods of dental treatment and technical work.
OUTFIT AND MACHINERY AFTER THE LATEST INVENTIONS
29230

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£5,000,000
Reserve Fund	£3,600,000
Reserve Liability of Shareholders	£2,000,000

Head Office:
38 Bishopsgate London, E. C.
Shanghai Branch: 12 The Bund

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C. G.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Hongkong	Puket
Amritsar	Iloilo	Rangoon
	Ipoh	Saigon
	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala-Lumpur	Sourabaya
Canton	(F. M. S.)	Tientsin
Cawnpore	Madras	Tavoy
Cebu	Manila	(Lower Burma)
Colombo	Medan	Taiping
Delhi	Peking	New York
Haiphong	Penang	Yokohama
Hankow		

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

R. W. ROBERTSON,
Manager.

Banque Belge Pour L'Etranger

Societe Anonyme.
(Affiliated to the Societe Generale de Belgique.)

	Frs.
Capital (subscribed)	100,000,000
Capital (paid up)	75,000,000
Reserves	13,962,300

President: Jean Jadot
Head Office: Brussels.
Branches and Agents at London, Manchester, Paris, New York, Bucarest, Cologne, Alexandria, Cairo, Tantah, Ziftah, Zagazig, Peking, Shanghai, Tientsin.
Affiliated Banks:
Banco de Cartagena, Madrid, with Branches in Spain and Morocco.
Wiener-Bank-Verein, Vienna, with Branches in Austria, Hungary, Czecho-Slovakia, Poland, Rumania, Italy (Tyrol), Yugo-Slavia, Turkey, and Asia Minor.
A. Kouyoumdjisky & Co., Sofia.
Correspondents in all parts of the World.
Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager, Shanghai branch.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabca."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T. Letters of Credit, Buying and Selling Specie etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. ZEUNG, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$23,500,000
Reserve Liability of Proprietors	$20,000,000

Head Office: HONGKONG
Court of Directors:
G. M. Dodwell, Esq. Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
D. G. M. Barnard, Esq.
A. M. Bowes Smith, Esq.
G. T. M. Edkins, Esq.
P. H. Holyoak Esq.
Hon. Mr. E. V. D. Parr,
W. L. Pattenden, Esq.
J. A. Plummer, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. STEPHEN.

Branches and Agencies:

Amoy	Harbin	New York
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	S. Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	S. Patani
Foochow	Manila	Tientsin
Haiphong	Nagasaki	Tsingtao
Hamburg	Peking	Vladivosteck
Hankow		Yokohama

London Bankers:
London County Westminster and Parr's Bank Ltd.

Shanghai Branch: 12 The Bund
Sub-Agency: 9 Broadway

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserved Fund	26,960,000
Capital Contributed by the Chinese Government	Kup. Tls. 8,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.
Foreign Exchange on the principal cities of the world bought and sold.
SAFE DEPOSIT BOXES.

L. Jezierski,
Th. de Krzywoszewski,
P. Petithuguenin.
Managers for Branches in Asia.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore Hongkong, Tokio (Japan),

SHANGHAI BRANCH
14 The Bund.
Interest allowed on both Current and Fixed Deposit Accounts, Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Manager,
K. H. WONG, Sub-Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.

Not more than $300 will be received during one month from any single Depositor.

Interest at the rate of 3.1/2% per annum will be allowed upon the monthly minimum balance.

The maximum balance on which interest will be allowed is $5,000.00.

Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.

Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

OFFICE HOURS: 10 a.m. to 3 p.m.
Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital authorised	$1,200,000.00
Capital paid up	1,057,790.00
Reserved Fund HK.	$400,000.00
Undivided profit HK	$950,867.78

HEAD OFFICE
No. 6 Des Voeux Road, Hongkong

SHANGHAI OFFICE
No. 2 Ningpo Road,

BRANCHES AND AGENCIES

Canton	Bangkok	S. Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

WONG WEN-KUANG,
Manager.

The Chinese American Bank of Commerce

Authorized Capital
U. S. $10,000,000

Paid-up Capital U.S. $ 5,000,000

HEAD OFFICE: PEKING

Branches:

HANKOW	SHANGHAI
MANILA	SHIHKIACHWANG
HARBIN	TIENTSIN
PEKING	TSINANFU

Every kind of banking business transacted

SAVINGS DEPARTMENT

The Chinese American Bank of Commerce is prepared to open Savings Accounts in local $, Taels, G$, £, Frs. and Yen on very favorable terms. Prospectus will be mailed on request.

SHANGHAI OFFICE:
11A Nanking Road
Telephone C. 5841, 5842, 5843
Telegraphic address: Sinambank

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$2,500,000.00
Reserve Fund	$500,000.00

Head Office: Shanghai.
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 3458
General Office: Cen. 2613 & 2614
Branches
Hangchow, Hankow, Peking Tientsin, Mukden and Harbin.
FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe Osaka, Berlin and Hamburg.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.
Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.
Domestic and Foreign Drafts purchased and sold.
Credit granted on approved securities.
Savings accounts—4% per annum.
Every description of banking business transacted.
Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIH MIN, Sub-Manager.
Y. S. TUNG, Sub-Manager.
F. Z. TSOU, P. R. Manager.

International Banking Corporation

Capital, Surplus & Undivided Profits G.$15,195,750.

OWNED BY
THE NATIONAL CITY BANK OF NEW YORK.

Head Office:
60 WALL STREET, NEW YORK.

London Office: 36 Bishopsgate E. C.
Lyons Offices 27 Place Tolozan.
San Francisco Office:
232 Montgomery Street

Branches

China	Spain
Shanghai	Barcelona
Peking	Madrid
Tientsin	Straits Settlements
Hankow	Singapore
Harbin	Dominican Republic
Hongkong	Santo Domingo
Canton	Sanches
India	San Francisco de Macoris
Bombay	San Pedro de Macoris
Calcutta	Santiago
Rangoon	Puerto Plata
Japan	Barahona
Yokohama	La Vega
Kobe	Panama
Java	Panama
Batavia	Colon
Sourabaya	
Philippines	
Manila	
Cebu	

BRANCHES OF
THE NATIONAL CITY BANK OF NEW YORK

Argentina	England
Buenos Aires	London
Rosario	Italy
Belgium	Geno;
Antwerp	Peru
Brussels	Lima
Brazil	Porto Rico
Pernambuco	Ponce
Rio de Janeiro	San Juan
Santos	Russia
Sao Paulo	Moscow
Chile	Petrograd
Santiago	Temporarily closed
Valparaiso	
Cuba	Uruguay
Havana and 22 branches	Montevideo
	Venezuela
	Caracas

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a Kiukiang Road.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital	$12,279,800.00
Reserve Fund	$3,584,600.00
Special Reserve Fund	$3,584,600.00

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hauchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH,
3 HANKOW ROAD.
Loans granted on approved Securities. Local Bills discounted Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager

Kincheng Banking Corporation

金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital	$4,500,000
Surplus	$ 500,000

Head Office: Tientsin
Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.
Correspondents in all important places of the world.
President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y Tien.
Sub-Manager, Shanghai Branch: C C. Woo.
Every description of Banking Business transacted.
Savings Accounts kept in Tientsin and Shanghai Offices.
Cable Address. "Kincheng"
Shanghai
Tel. Nos'
General Office: C. 1599
Manager's Office: 1599
Foreign Dept. C. 1548

Nederlandsche Handel Maatschappy

(NETHERLANDS TRADING SOCITY)
Established 1824.

Paid-up-Capital: Guilders 80,000,000	(about £6,666,666)
Reserve Funds: Guilders 18,979,260	(about £1,581,604)
Special Reserve: Guilders 22,660,000	(about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongen
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Agent.

行銀菲東
The Bank of East Asia, Ltd.

SHANGHAI BRANCH
No. 1C Kiukiang Road.

Authorized Capital	$10,000,000.00
Paid up Capital	$ 5,000,000.00
Reserved Fund	$200,000.00

HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank
Correspondents in all principal cities of the world. All kinds of banking business transacted.
Interest allowed on current deposits and fixed deposits.
Loans granted on approved securities.

R. CHENG,
Manager.

The
Chekiang Industrial Bank, Ltd

Established 1908

Capital	$2,000,000.00
Reserve Fund	$133,310.00
Undivided Profits	$120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimen, Hankow and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Koke, Yokohama, Osaka, Hakodate, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.
Saving Accounts at 4% compound interest.
Every description of Banking and Exchange transacted.

LI MING.

SHANGHAI BRANCH,
U39 Peking Road.
Tel. C. 3145, Manager's Office
C. 2147, General Office
Cable Address:
"CHINDUBANK" Shanghai

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars	4,800,000
Aut. Cap. Gold It. Lire	16,000,000
Paid up Capital ..Silver	$1,200,000
Paid up Cap. Gold It. Lire	4,000,000

Branches:
Hankow, Peking, S'hai, Tientsin
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Banque Francaise et Italienne pour l'Amerique du Sud Comptoir National d'Escompte de Paris Banque Italo Belge.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.
Banque Commerciale de le Bale Len & Co.'s Bank.
Banca Unione de Credito.
Belgium—Credit Central Liegeois.
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U. S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Banksinit.
SHANGHAI, No. 18 Kiukiang Rd
Tel. Offices: Central 5090 & 5091.
Managers' Office: Central 5094.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1919
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,500,000.00
Reserve Fund	$ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wen

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changtah	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinnati

And also in other principal cities in foreign countries.

Shanghai Branch:
8 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zar, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital	$2,500,000.00
Reserve	$400,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
in principal cities throughout China

Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address:
"COMSAVBANK"

K. P. CHEN,
General Manager.

中國銀行
CHINA & SOUTH SEA BANK, LTD.

Authorized Capital:	$20,000,000
Paid-up	$5,000,000

4 Hankow Road, Shanghai.

Every kind of banking business transacted. Agents and correspondents all over the world.

Telegraphic Address: Chinasosea

Tel. Nos. { Managing Director: C. 632 / Foreign Exchange: C. 3099

Y. Hou,
Managing Director.

FAR EASTERN BANK

Capital Authorised ..... Lit. 50,000,000.—
Capital Paid up ..... Lit. 12,500,000.—

HEAD OFFICE
36, Kiangse Road, Shanghai.

BANKERS
London Joint City & Midland Bank; London, England.
Banca dell'Italia Meridionale; Naples, Milan, Bari, Genoa, Palermo, Pozzuoli. Italy.
Deutsche Bank; Hamburg, Germany.
East River National Bank, New York, U. S. A.
Bank of Italy, San Francisco, Cal., U. S. A.
The Dai-Ichi Ginko, Ltd., Tokyo, Yokohama, Japan.

BRANCHES
Canton—Tientsin—Tsingtao.
SHANGHAI BRANCH

Interest allowed on current accounts, savings accounts and fixed deposits in all currencies according to arrangement.

Local bills discounted. Cable transfers bought and sold. Drafts issued and telegraphic transfers effected all over the World.

SPECIAL FACILITIES for Italian business and Exchange, for Gold exchange and for Chinese Stock Exchange transactions.

Viscount di Villa & Mr. W. S. T. Nien,
Managing Directors.

TELEPHONE:—C. 3487 Managers
C. 6678 T. T. and Exchange
C. 2082 General Office
C. 494 Chinese Department.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

Banque De L'Indo-Chine

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1/6/20)	60,500,000.00

Head Office:
No. 96 Boulevard Hanoimann, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

D. ARDAIN, Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

HEAD OFFICE: SHANGHAI.
Branch: 17 & 18 Kiukiang Road.

Capital	$1,000,000
Paid-up	$ 250,000
Fixed Deposit Capital	$ 500,000

Domestic Agencies
In principal commercial centres in China.
Foreign Correspondence
In all important places of the world.
General Banking, Business of every description transacted.
Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Savings Accounts at 5% compound interest.
Special Savings Accounts for Laborers.

ROBERT LEE, General Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSIBOC"
Tel. C. 6401, Manager's Office.
C. 6415, Foreign Dept.
C. 6414, General Office.

Passengers Arrived

Per C.N. s.s. Poyang from Hankow: Mrs. Flynn and child, Mrs. Samson, Mr. and Mrs. Tisdall, Misses Walker, E. R. Courtney.

Per C.M. s.s. Kiangan from Hankow: Mr. and Mrs. Skinner and two children, Mr. and Mrs. Steinber and three children, Mrs. Sharikova, Floring.

Per C.M. s.s. Hsin Kiangteen from Ningpo: Miss J. H. Scott, Messrs. R. L. Harkness, J. E. Malmeker, Mr. and Mrs. Thos. Butler.

Per C.N. s.s. Sunning from Tsingtao: Miss Firth.

Per Adl. Line s.s. Bay State from Hongkong: Mr. and Mrs. V. G. Alberto and two sons, Mr. A. Alberto, Mrs. R. Armstrong, Mr. and Mrs. G. Borromoo, Mr. A. Calero, Miss Bess Cooley, Mr. J. Cruz, Miss G. Ezra, Mrs. A. Ehrman, Messrs. S. R. Hawthorne, J. H. Holt and son, Mr. and Mrs. Hsu Un-yuen and daughter, Mr. and Mrs. I. J. de Jough, Miss Kopping, Mr. and Mrs. A. M. Larcina, Mrs. E. H. Meadows, Messrs. W. Moore, R. C. Morton, Misses C. and R. Neri, Messrs. J. Ozorio, E. Parks, A. Rozario, Mrs. F. G. Pyne, Mr. C. C. Pyne, Mrs. S. S. Rodman, Mrs. A. C. Ruoff, Mrs. M. B. Rogers, Messrs. C. G. Smith, F. A. Sherfise, H. M. Soars, Mr. and Mrs. S. Soars, Mr. E. S. Turner, Mrs. M. Van Deman, Mr. T. O. Wilken, Rev. Father G. F. Wiseman, Mrs. E. F. Xavier, Misses E. and R. Xavier, Mrs. J. W. Peet, Mrs. L. M. Hanson, Messrs. C. Coppinger, N. I. Liebman; through for Seattle: Mr. and Mrs. R. S. Atkinson, Mr. A. G. Bollis, Miss C. Brazee, Mrs. E. S. Babcock, Mr. and Mrs. F. C. Cadwallader, and three children, Messrs. W. Cadwallader, J. M. Elizalde, Mrs. R. Fainerman and two daughters, Mrs. H. O. Haynor and son, Mr. A. S. Kramer, Mrs. H. Krebs, Mr. and Mrs. H. A. Koster, Messrs. L. Lisk, E. Levy, J. R. McCauley, C. F. Moelich, Mr and Mrs. C. N. Guerton and daughter, Mr and Mrs. C. W. Rosenstock, Mr C. D. Paul, Mrs. P. W. Parker, Mr. E. Starboard, Mrs. A. N. Stark, Mr. W. B. Walker, Miss M. Wilke.

Per C. P. S. s.s. Empress of Russia from Hongkong: Miss M. M. Foale, Mr. S. G. Kirkland, Miss R. J. Shind, Mr. and Mrs. and Miss R. S. Dulin, Rev. A. E. and Mrs. Armstrong, Mr. E. B. Bender, Mrs. R. Bono, Messrs. C. P. Butterworth, G. Crobby, Mr. and Mrs. Doyle, Mr. and Mrs. H. R. Flacke, Miss Gore, Messrs. F. A. Gunn, M. A. Hamburger, Mrs. S. R. Kimball, Mrs. H. M. Lamb, Mr. and Mrs. H. G. Lowe, Mr. A. P. Moonshi, Mr. and Mrs. Royes, Mrs. G. Rider, Miss S. R. Rollins, Mrs. H. Slocum, Mr. Chan Yee-ngan, Mrs. V. Chan, Mr. and Mrs. J. Chuey, Mr. H. T. Pok, Misses E. and L. Goon, Mr. Q. S. Kou, Mr. and Mrs. Lau Tsz-ping, Messrs. Pun Chung-yum, Fong Ming-yen, Stanley Wing, P. K. Wei, H. L. Haung, Misses A. M. McCallum, D. Douglas, N. C. McCormick, Messrs. A. H. Beart, E. W. Black, E. P. Boode, F. M. Courtney, Mrs. T. Davis, Mrs. M. E. Ferguson, Mr. and Mrs. H. B. Lowder Mr. J. Gubbay, Judge and Mrs. C. Hale, Rev. J. T. Holman, Mrs. T. K. King, Mrs. T. Layton, Gen. E. B. MacNaughton, Mrs. and Mrs. Newson and daughter, Mr and Mrs. W. R. Rice, Miss Robert, Mr. and Mrs. H. W. Sassoon, Mrs. J. H. Taggart, Messrs. S. P. Chan, C. An Chee, Mr. and Mrs. W. S. Fan, Mr. and Mrs. Fung Hook-tien, Messrs. C. C. Ip Pak-houn, K. Y. Jung, Li Wah-ching, Fong Ten-yue, Mr. and Mrs. Wah Moon, Miss Wat Kan-fong, Mr. C. S. Woon, Mrs. and Miss Yung, Mr. and Mrs. Yung, Mr. and Mrs. C. H. Kuhn, Miss R. K. McBride, Mr. H. A. Pattman, Rev. W. R. McKay, Mrs. T. T. Chen, Mr. and Mrs. J. N. Boyd, Mr. and Mrs. A. Langdon, Gen. H. H. McLean, Miss Omerod, Mr. N. C. MacGregor; through passengers: Mr. and Mrs. Howell and two children, Messrs. A. Kolk, W. Wenbel, R. M. Cs Lakel, Mrs. Symthe-Thomnson and child, Messrs. J. G. Weir, U. B. Bridger, Misses M. B. Bennett, M. E. C. Copestake, Lt. Dopping-Hoenstall, Miss S. Hawken, Mr. and Mrs. H. Humphrey, Dr. E. E. Martin, Mrs. M. H. McMurray, Mrs. J. Robertson and child, Mr. and Mrs. F. Synth, Mr. and Mrs. C. F. Thompson, Dr. W. J. Woodman, Messrs. E. Williams, K. Nistemier, J. H. Tobler, L. A. Carter, A. G. Gressman, E. Durv, E. J. Oakshort, H. A. Chappelle, Dr. and Mrs. W. O. Carrier, Misses E. Friedland, C. L. Mann, J. McBean, Mrs. M. Hussey, Sir H. and Lady Bray, Mrs. C. A. Hooper, Mr. and Mrs. Robertson and child, Mr. and Mrs. W. J. Swenson, Mr. and Mrs. J. J. Welsenback, Mr. and Mrs. W. J. Wilson,

-:- Financial And Commercial News -:-

BENJAMIN AND POTT SHARE LIST

Yesterday's Close

Stock	Closing Quotations
Banks	
H. K. and S. B.	$880 B.
Chartered	£14¼
Russo-Asiatic	Rs. 250
Marine Insurance	
Canton	H. $442 B.
North China	Tls. 144
Union of Canton.	H. $245 B.
Yangtsze	$24 B.
Far Eastern Ins..	Tls. 22½
Fire Insurance	
China Fire	H. $125½ B.
Hongkong Fire ..	H.$360
Shipping	
Indo-China Def ..	H. $270
Indo-China Pref..	H. $38 B.
"Shell"	100/- B.
Shanghai Tug ord	Tls. 45 B.
S'hai Tug Pref. ..	Tls. 87½ B.
Mining	
Kaiping	Tls. 22¾
Oriental Cons ..	13/-
Raub	H.$1 B.
Docks	
Hongkong Dock.	H. $149 S.
Shanghai Dock ..	Tls. 111½
New Eng. Works.	Tls. 8 S.
" Pref. ..	Tls. 4.80
Wharves	
Shanghai Wharf .	H. $132 B.
Hongkong Wharf.	H. $102 B.
Lands and Hotels	
A.-French Land.	Tls. 85½ B.
Shanghai Land ..	Tls. 88 B.
Weihaiwei Land .	Tls. 8
S'hai Hotel, Ltd..	$50 B.
China Realty ord.	Tls. 50
China Realty Pref	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 16.65
E-wo (pref.)	Tls. 100 B.
Laou-kung-mow .	Tls. 28
Oriental	Tls. 9¾ S.
Shanghai Cotton .	Tls. 145 S.
Industrials	
Butler Tiles	Tls. 25
China Sugar	H. $20.80 B.
Green Island	147 B.
Langkats	Tls. 8 B.
Major Bros.	Tls. 5
S'hai Sumatra ..	Tls. 80
Stores	
Hall and Holts ..	$7
Llewelyn	$42½
Lane Crawford ..	$102
Moutrie	$45
Watson	H.$9½ B.
Weeks	$18
Rubbers (Local)	
Alma	Tls. 2¼ B.
Amherst	Tls. 0.15
Anglo-Java	Tls. 3.80 B.
Anglo-Dutch	Tls. 1 B.
Ayer Tawah	Tls. 11½ B.
Batu Anam 1918.	Tls. 0.35
Bute	Tls. 0.40
Bukit Toh Alang.	Tls. 1
Chemor United ..	Tls. 9.35 B.
Chempedak	Tls. 2
Cheng	Tls.1
Consolidated	Tls. 1 B.
Dominion	Tls. 0.60 B.
Bula Kalumpong.	Tls. 4¾ B.
Java Consolidated	Tls. 4 B.
Kapala	Tls. 0.20
Kapayang	Tls. 6
Karan	Tls. 3
Kedah	Tls. 1
Kota Bahroe	Tls. 0.60
Kroewoek Java ..	Tls. 4 B.
Padang	Tls. 3
Pengkalan Durian	Tls. 1
Permata	Tls. 1
Repah	Tls. 0.25
Samagagas	Tls. 0.40
Seekees	Tls. 50 cts.
Semambu	Tls. 0.65 B.
Senawang	Tls. 0.60
S'hai Klebang	Tls. 0.35
Shanghai Malay .	Tls. 1
S'hai Malay pref.	Tls. 5
Shanghai Pahang.	Tls. 50 cts.
Sungala	Tls. 25 cts.
Sungei Duri	Tls. 4 B.
Sua Manggis	Tls. 1
S'hai Seremban ..	Tls. 0.40
Taiping	Tls. 0.15
Tanah Merah	Tls. 0.25
Tebong	Tls. 0.80
Xiangbee	Tls. 1.80 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy	Tls. 10 B.
Shanghai Trams..	Tls. 105 S.
Shanghai Gas	Tls. 26½ B.
Horse Bazaar	Tls. 40
S'hai Mercury ..	Tls. 20 B.
S'hai Telephone .	Tls. 89 S.
S'hai Waterworks.	Tls. 140

S. Sellers, Sa. Sales, B. Buyers, Benjamin and Potts, 8 Jinkee Rd. Telephone No. Central 898

The Small Investors' Co.

Shanghai, April 21, 1922
BUSINESS REPORTED
Anglo-Javas Tls. 3.80
New Eng. (Pref.) Tls. 4.80
New Eng. (Ord.) Tls. 7.90
Chinese Govt. 5% Gold Loan (British Issue) £73

Shanghai Sharebrokers Association

Business Done

Shanghai, April 22, 1922

Anglo Javas Tls. 3.85 April
UNOFFICIAL
Orientals Tls. 9.75

Money Exchange

Shanghai, April 22, 1922

Market 72.95
Native Interest 08

Mexican Dollars

Shanghai Gold Bars 978

Touch 308
Copper Cash 223.500
Bar Silver 34¾
" **London rate**
Paris on London 47.51
New York on London.... 442

Banks Opening Selling Rates.

London
Telegraphic Transfer 3s. 4½d.
Demand ..... 3s. 4⅝d.
New York
Telegraphic Transfer.... 74½
Demand 74¾
Paris
Demand 773
India
Demand 257¾
Hongkong
Demand 75
Yokohama
Demand 65½
Batavia
Demand 192
Singapore
Demand 71

Banks Opening Buying Rates

London Nominal
Demand ..... 3s. 4¾d.
4 m-s. Credits ..... 3s. 5⅝d.
4 m-s. Docs. ..... 3s. 5⅞d.
4 m-s. Credits ..... 3s. 5⅞d.
4 m-s. Docs. ..... 3s. 6⅛d.
New York Nominal
Demand 74¾
4 m-s. Credits 75¾
4 m-s. Docs. 76¼
Paris
4 m-s. 830

Gold Dollars: Bank buying rate
@ 74¾ = Tls. 133.78
@ exch. 73 = Mex. $183.26

Sovereign: Bank buying rate
@ 3s. 4⅝d. = Tls. 5.91
@ exch. 73 = Mex. $8.10

Tourists' Exchange

@ Bank's Demand Buying Rates (Hongkong and Shanghai Bank):
£10 @ exch. 3s. 4⅝d. = Tls. 59.08
G.$50 @ exch. 74¾ = Tls. 66.89
Fr. 250 @ exch. 795 = Tls. 31.45
1 Shanghai Tael = Mex. $1.33 at Bank's selling rate

CUSTOM HOUSE EXCHANGE RATES FOR APRIL

Hk. Tls. 5.67	@ 3/2		£1
" 1.29	@ 69½	Gold	$1
" 1	@ 763	Fr.	8.50
" 1	@ —	Marks	—
" 1	@ 68¾	Yen	1.62
" 1	@ 247½	Rupees	2.75
" 1	@ 1.50	Mex.	$1.50
" 1	@ —	Roubles	—
" 1	@ 13.20	Ital. Lire	14.70

International Banking Corporation
CLOSING COUNTER RATES

Demand selling on America 74½
Demand buying on America 76
Demand selling on London 3s. 4½d.
Demand buying on London 3s. 5½d.

GOLD BAR QUOTATIONS
(Far Eastern Bank)

Time	Quotations	Bars.
Opening		
9:00	307.00	
9:10	307.60	350
9:30	308.40	1330
9:50	308.20	1120
10:00	309.00	910
10:30	308.80	1260
11:00	308.20	770
11:15	307.50	700
11:45	307.70	2190
Closed at:		
12:00	307.80	630

Exchange Fluctuations

Asia Banking Corporation

April 22, 1922

Spot and forward bar silver were unchanged in London yesterday.

The New York price advanced to 68¼ cents, and the London-New York cross rate to 442.

The official rates here today were unchanged from yesterday and the market while opening on the easy side became steady in the course of the day and was inclined to be firm at the close.

Business in the morning in Sterling was done at 3-4⅞ for April-May-June delivery and in Gold dollars at 75½ April and 75⅝ May-June.

At the close, however, there were good sellers of Sterling at 3-5 for any delivery to June and of Gold dollars at 75½.

India and the Continent sold silver in London yesterday and America and China bought.

The market closed steady.

The New York market is also reported as steady.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions, yesterday

Shanghai, April 22, 1922
Chinese Bonds For 10th Year 6%.
$31.70 April
$31.60 May
Nanyang Brother's Tobacco Co.
$23.10 April
$23.20 May
Canton S. & P. Ex. Ltd.
$7.90 April
$8.60 May
Shanghai Flour Exchange, Ltd.
$14.90 April
$15.10 May
China Cotton Standard of Tungchow.
Tls. 33.20 April
" 33.70 May
" 33.65 June
" 33.95 July
" 33.90 August
" 34.00 September
Local Yarn for Standard 16's Cloudy Stork.
Tls. 136.70 April
" 139.70 May
" 140.30 June
" 140.90 July
" 141.60 August
" 141.60 September
Shanghai Gold Bar 978.
Tls. 307.60 April
" 309.00 May

ROUBLES EXCHANGE
Banks' Buying Rate

Roubles 220,000 ..Tls. 100
Roubles 100 ....Mex. $0.06

SINO-ITALIAN BANK
Bank's Selling Rates

It. Lire 13.80 = 1 Tael
Swiss Frs. 3.75 = 1 Tael
Marks 197.00 = 1 Tael

Equivalent Foreign Quotations

It. Lire 81.15 = 1 Pound Sterling
It. Lire 18.40 = 1 U. S. Dollar
It. Lire 171.75 = 100 Fr. Francs

PARIS-LONDON RATE
(French Wireless through Reuter)

Paris, April 21.—The Paris-London cross-rate was quoted today at: £1 = 47.52 Francs.

Share Market

Messrs. J. P. Bisset and Company write as follows in their share report for week ending Friday:

The local share market has been very dull and featureless since resumption of business following the Easter holidays. Cottons continue neglected without buyers today. Shanghai Tug and Lighter Cos. are in request and Tls. 45 is now offered for them. New Engineerings remain unchanged with sellers in evidence. Shanghai Docks are wanted at current quotation and a few shares have changed hands during the week at Tls. 111-112 for cash with sellers offering shares for June settlement at Tls. 115. Shanghai and Hongkew Wharfs, Shanghai Lands, Anglo-French Lands, Gas Cos. and Waterworks Cos. are all wanted at slightly better prices.

The London market shows very little alteration and the following are prices received by urgent cable today:

Chinese Eng. and Mining Co., Ltd. "Bearer" £3.11.3-3.16.3
Chinese Eng. and Mining Co., Ltd., 6% Debentures £95 buyers.
Chinese Govt. 5% Reorg. Gold Loan British Issue £72-74
Chinese Govt. 5% Reorg. Gold Loan French Issue £69-72
Gula-Kalumpong Rubber Estates £0.19.1½-1.0.9

Stock Exchange

Transactions

TODAY'S QUOTATIONS
Shanghai, April 22, 1922
OFFICIAL BUSINESS
Shanghai Hotels $50.00
New Eng. (Pref.) Tls. 4.80
UNOFFICIAL
S. M. C. 6% Debs. 1907 Tls. 94.00

KINGMAN & BROS.

How to Preserve the Teeth

In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis, esteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion there are settled on the teeth some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per head to be paid in advance.

The work to be done by Dr. KINGMAN to the subscribers consist in:—

(1) Cleaning of the teeth quarterly.
(2) Filling with gold platinum alloy only, when the teeth present holes.
(3) Inspecting the teeth at any time at the desire of the subscribers.

No. 40 Szechuen Road, Shanghai.

Rubber Prices

Messrs. R. N. Truman and Company have received the following telegram from their Singapor Agents in connection with the auctions held at Singapore on April 19:

No. 1 Smoked Sheet $0.28 per pound equivalent to 0s. 7⅞d. ex warehouse Singapore.

No. 1 Crepe $0.28 per pound equivalent to 0s. 7⅞d. ex warehouse Singapore.

Market firm. Offered 534 tons; sold 448 tons.

Silk Report

In their weekly report on the silk market, Messrs. William Little and Company write as follows:

Our last report was dated April 13.

The market continues quiet. Offers for new season silk are beginning to be made but so far at the limits submitted, buyers do not appear to be attracted.

Steam Filature.—A few transactions are reported.

Tussah Filatures 8 coc.—We understand some business has been effected for Japan at higher rates than last sales.

Cables from Japan advance quotation for Shinsui, No. 1 to Yen 1,700 but report a dull market.

Messrs. J. A. Wattie and Company have received the following telegram from Messrs. Barker and Company, London dated April 20:

Average Spot price standard quality Ribbed Smoked Sheet 8⅝d.

Average Spot price Standard quality First Crepe 8⅜d.

Market steady.

The China Mutual Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding.

TAELS TEN MILLIONS

HEAD OFFICE
10 Canton Road. Shanghai

工商銀行

Head Office: HONGKONG. *Hankow Branch:* PANOFF BLDG.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

51 KIANGSI ROAD.

Every description of banking transacted. Correspondents in China and abroad.

Telegraphic Address: "KONGSHANG."
Tel Nos. C. 3204 and 5816.

CHU KINHOW, Manager.
Shanghai Branch.

AMERICAN EXPRESS SYSTEM
WORLD-WIDE
BANKING — SHIPPING — TRAVEL — TRADE

The Commerce of the World as it exists today is built upon the Commercial Credit and Trade Acceptance. As International Bankers the American Express Co. establishes credits between buyers and sellers in all parts of the world. With over seventy of its own offices it is able to exercise a close supervision over shipments under American Express Letters of Credit, arranging for inspection of cargo and attending to similar details then required.

In addition to the American Express Branches in all the more important commercial centers, the Company has thousands of correspondents in the more remote parts of the world.

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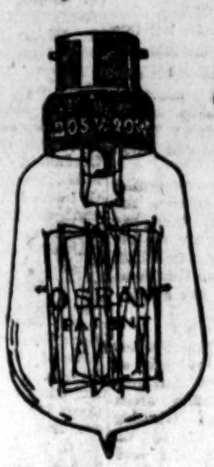

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The best, safest and cheapest Milk
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AMERICAN RELIEF WORKER SLAIN BY FAMINE VICTIMS

Russian Sufferers Driven Insane By Hunger

(Reuter's Service)

Reval, April 21.—A horrible case of cannibalism is reported from Samara. In the course of famine riots several provision stores were demolished and a delegate of the American Relief Association was killed and eaten by rioters.

London, April 21.—According to a message from Moscow the Commissary of Agriculture has stated that the spring sowing has been successfully accomplished, thus averting a famine this year, as the crop prospects are good.

(China Press Service)

Washington, April 21.—Former Governor James F. Goodrich of Indiana who has just returned from the Russian famine areas reported to President Harding and Secretary Hoover today on the famine conditions. He said that the American relief workers have the famine under control in all accessible districts and that transportation was now the only difficulty.

He also said that child mortality had been reduced to normal and deaths from acute starvation were rapidly diminishing and that the general health of the people was greatly improved.

Tsingtao Racetrack To Be Put In Bill

(China Press Correspondence)

Tsingtao, April 19.—Now that the Japanese occupation of Tsingtao soon must end, feverish haste is shown in the completion of enterprises so that the cost can be included in the bill to be presented China.

The two preceding Sundays have largely been devoted to horse or pony racing. The track has been improved, fenced in, grandstands built or repaired, and fences are being pushed to completion which will surround the grounds.

Besides adding something more to the bill of charges, the Japanese are showing great diligence in encouraging the sporting instinct in the Chinese and turning it to lines such as racing which is profitable to the Japanese club which runs the race track.

Naval Bill Will Carry 87,000 Men

(China Press Service)

Washington, April 21.—Forsaking its leadership the house today backed up President Harding and passed the 1923 naval appropriation bill with amendments fixing the strength of the navy at 87,000. The bill now goes to the Senate where it will have to meet bitter opposition.

The bill passed by a vote of 221 to 148, ninety Republicans voting against the amendment and 48 Democrats for it.

Passengers Departed

Per C. N. s.s. Luchow for Tsingtao: Mr. and Mrs. H. M. Morris, Mrs. P. F. Wisner and two children, Mr. and Mrs. Barker.

Per C. N. s.s. Fengtien for Tientsin: Mr. and Mrs. P. Pettiguenin, Madame Ermiloff, Miss Bowden Smith, Judge Peter Grain, Messrs. A. Mossop, de Gaiffier, A. P. Blunt, Malherbe, Brodtkorb, Heussler, Katz, Abel, B. L. Kuhn, E. Meyer Glitza, Sonnie, Mr. and Mrs. Lyman, Mr. and Mrs. C. W. T. Lewis, Mr and Mrs. Dawkins, Capt. and Mrs. A. H. Miles; for Chefoo: Mr. Falstead.

Per P. and O. s.s. Kalyan for London: Mr. and Mrs. J. A. Greenfield and three daughters, Miss Dowding, Mr. and Mrs. W. G. Dove, Mr. and Mrs. H. J Glass and daughter, Mrs. Berg and daughter, Mr. and Mrs. G. E. Hartwell, Mr. and Mrs. W. F. Tyrer, Rev. W. H. Geller, Messrs. M. R. Harris, D. Campbell, T. S. Willacy, G. McKay, A. M. Birchall, A. J. Knight, G. H. Brooke; for Marseilles: Mr. B. Rein, Lieut.-General Sir C. Kavanagh; for Penang: Mr. and Mrs. H. A. Parker and two children; for Singapore: Mr. and Mrs. T. Rogers, Mr. and Mrs. C. A. Cammiade, Messrs. E. C. Browne, J. Booth-Gore, M. S. Arathoon; for Hongkong. Mrs. W. G. Pitcairn and two children, Mrs. W. F. Groudahl, Messrs. W. C. Glen, G. O. Glen, G. O. Jackson, A. Dahl.

Per C.M. s.s. Hsin Kiangteen for Ningpo: Mr. Cecil Holliday, Mrs. D. Lewis, Lt. Col. J. Holliday, Mr. Wm. J. Holliday, Mr. and Mrs. Strassman.

Per C.P.S. s.s. Empress of Russia for Vancouver: Miss Helen O. Angier, Mrs. A. Miss A. Abraham, Masters E. and J. H. Abraham, Mr. and Mrs. M. L. Braum, Mrs. J F. Black, Mr. Thomas Burke, Mr. and Mrs. J. L. Childs, Miss E. Cox, Messrs. A. J. H. Carlill, E. Cumine, Mrs. A. Danforth, Mrs. J. Diack, Mr. and Mrs. Wm. Fog, Baroness de Gaiffier, Mrs. H. Hayim, Messrs. A. J. Hayim, F B. Harder, W. Hughes, Mr. & Mrs. E. Kilner and son, Dr. G. Lewiech, Mr. and Mrs. E. Gordon Lowder, Miss J. Lowder, Mr. and Mrs. R. A. Leake and infant, Miss L. Leake, Messrs. C. Y. Liu, A. C. Luck, R. S. F. McBain, Mrs. C. R. Morling, Miss C. Meyer, Mrs. F. K. Morris, Mr. F R. Pratt, Dr. S. W. Pratt, Mr. and Mrs. C. Rickard, Messrs. E. S B. Rowe, E. M. Ross, L. A. Steger, Mrs. F. M. Stephens, Mr. and Mrs. W. K. Smith, Mr. and Mrs. Thomas Ward and infant, Misses V. and E. Ward, Masters S and P. Ward, Messrs. H. Weitz, C Wagstaff, Rev. and Mrs. E. R. Wheeler, Misses M. Wheeler, W. and M. Wheeler, Master R. Wheeler, Mr. F. A. Allum, Mr. and Mrs. J. Aisenberg and son, Mr. and Mrs. H. W. Barrows and two children, Mr. C. Carwardine, Mrs. M C. Carwardine, Mr. H. M. Epp, Mrs. H. Epp and family, Messrs. S. Bickerstaff French, N. Gershovsky, N. Korhonon, Mrs. S M. Korhonen, Mrs. J. J. Moe, Mrs. M. L. Moe and family, Miss M. Quinn, Miss M. Ridley, Mr. C. H. Rogers, Rev. C. H. Stevens, Mrs. L. A. Stevens, Messrs. J. Sandler, N. J. Tokareff, Mrs. N. and Miss O. Tokareff, Mr. E. Weekes.

Passengers Departing

Per N.Y.K. s.s. Koshima Maru for London: Messrs. Griedman, Bland, Habit, J. G. Walle, R. W. Smith, Sneevlist, Mrs. G. M. Hope, Misses Melhuish, Bateman, Smithies, D. Gasser, Jonson, Mrs. W. E. Marsden, Mrs. Foster Kemp & child, Dr. C. Gay, Master Pan. Mr. and Mrs. Schrock, Mrs. Tilley and four children, Mrs. Seipal and four children, Mrs. K. Burton, Messrs. Bridger, A. W. Hill, G. Mollison, Bollin, A. Gutierrez, H. Schmidt, Cassa, Mr. and Mrs. P. S. Hale.

Per Adl. Line s.s. Bay State for Victoria: Mr. J. H. Baylan; for Seattle: Mr. and Mrs. Wirk Corkery, Mrs. E. Z. Zankl and three children, Mr. and Mrs. Wm. T. Collins, Mr. and Mrs. R. H. Chandless, Mrs. M. E. and Miss M. G. McFalls, Mrs. L. Guest, Miss J. C. Walker, Mrs. H. Lindorff. Miss I. Nystul, Mr. and Mrs. J. L. Benson, and three children, Miss A. Ahrend, Mr. and Mrs. G. Feurbach and family, Messrs. F. G. Soter, J. Spunt, A. B. Reisa F A. Gaston, Wm. Cantwell, A. Dkansky, B. H. Lampman, Geo. Wilhelmi, H. Harrison, Ed. Navon, J. Codsi, L. L. Bates, E. M. Joseph, R. Julian; for Yokohama: Messrs. A. Bonfante, A. N. Lethin, R. E. McFalls, R. S. Cauvin, Mr. and Mrs. Cauvin, Mr. and Mrs. H. Teller, Miss E. Teller; for Kobe: Messrs. George Ashman, E. Zimbalist, A. Strok, J J. Kino, F. Linedman, A. Schurr, Mr. and Mrs. J. Loewer, Mr. and Mrs. Wm. L. Gerstle, Mrs. J. H. Todd, Mr. and Mrs. A. Thaler, B. M. Bryan, Mr. and Misses M. and L. Gerstle.

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To-night Sunday April 23rd and Matinee at 3:15 p.m.
THE LAST PERFORMANCE OF THE
"DISCARDED WOMAN"
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"THE BLUE FOX"

Fifteen breath-bating episodes of thrilling action, romance and adventure, it carries you from snow covered wastes of Alaska across two continents before its seven weeks of drama and action cease.

Features to be Presented during the Week APRIL 24th to 30th.

Showing on Monday and Tuesday, April 24th and 25th
"THE QUITTER"
A SPLENDID COMEDY DRAMA
WITH
LIONEL BARRYMOORE
and
MARGUERITE SKIRVIN

On Wednesday and Thursday, April 26th and 27th
IRENE CASTLE
in
"THE FIRING LINE"
A Society motion picture

On Friday, Saturday and Sunday, April 28th, 29th and 30th
DOUGLAS FAIRBANKS
in
"THE KNICKERBOCKER BUCKAROO"

ISIS THEATRE
Monday, Tuesday and Wednesday, April 24th, 25th and 26th
"THE VISIT TO HONGKONG OF THE PRINCE OF WALES"
Beautiful and Charming
ALICE BRADY
in
"The GILDED CAGE"
A story of romance and intrigue

Also Presenting
June Caprice and George B. Seitz in
"The SKY RANGER"
Episode 3: "In Hostile Hands"
Episode 4: "Desert Law"
Two Faces Battle
A lightning-speed airplane, versus a sky-ranging searchlight
A plotting magician versus a planning inventor
A fearless, daring hero, versus a crafty, cunning villain
A beautiful girl versus Fate.

MACK SENNETT
Presents At the
ISIS THEATRE
On Thursday, April 27th, Friday, Saturday and Sunday
His Five Reel Comedy Drama

"HOME TALENT"
Featuring All the Sennett's Favorites and the Bathing Beauties
A GALAXY OF BEAUTY AND FUN
A SPECTACULAR VISION OF ASTOUNDING GORGEOUSNESS
A comedy that will put dimples in the cheeks of the world
Fascinating Story! Magnificent Scenes! Lavishly Produced!

Mount Edith Cavell

Jasper Park-Canadian Rockies

In Jasper Park, Alberta, where the great majestic mountains with their snowy summits keep peaceful watch over the Athabasca Valley, and the lonely pines and bending willows sing to the mountain breezes, stands a lone majestic shrine—Canada's memorial to that brave English nurse, Edith Cavell, who was executed by the Germans in Brussels, Belgium, on October 5 1915.

Chiselled by nature's master hand from out the ever-lasting mountains, it is more impressive and beautiful than any monument which has been cast in broze or marble, and the people of Canada could have commemorated the noble spirit of self sacrifice exhibited by this heroine of "the Great Fight" in no more fitting and inspiring manner than by dedicating to her as a monumental shrine one of the loftiest and grandest peaks in all the Canadian Rockies.

From Jasper, the chief town in the park, and which is located on the main line of Canadian National Railways, this outstanding peak, towering skyward like a great pyramid, 11,033 feet above the sea level, is clearly visible and is still in view for 12 or 14 miles along the railway. While from this point looking up the Athabasca Valley, the whole panorama is one of untold grandeur and sublimity, awakening the loftiest inspirations of the soul. Yet the scene is never the same for two minutes of the day, for there are ever to be found new tints and colors, new wonder, mystery and enchantment in the scene according to the light, the movement of the clouds, and your own particular mood. There is the broad sweeping valley with its green flowering meadows through which the mighty Athabasca winds and twists and turns rushing with wild laughter on its northward journey. A little higher up the tall pines and the whispering aspens bend to and fro in the wind, while here and there a clear sparkling lake gleams like a great diamond amid its dark green surroundings. Above timber line, the purple heather, yelow saxifrage and wild roses run riot over the craggy base of the mountain in vivid contrast to the granite walls above with the pure glistening glaciers flanking their sides, while on either side of the valley as far as the eye can see, stretch the jagged snowy peaks sometimes shimmering like opals in the clear sunlight and sometimes lost to view amid fleecy low-hanging white clouds. The most dominating of these peaks is that of Mount Edith Cavell due south about 14½ miles from Jasper.

To obtain a closer view of this lofty shrine one may procure a camping outfit, pack horse and pony at Jasper and ride to Lake Cavell, a little green lake nestled among the green pine in the cirque at the base of the Glacier of the Ghost, where one is 800 feet above the valley and as high as one can go unless one is an experienced mountain climber.

If you have started early in the morning you will probably have time to do much exploring before night creeps over the mountains and you lie down to sleep. The stars bending so low you almost feel you might reach up and touch them.

Although the whole mountain presents an impressive and inspiring sight as you stand at the lake at its base and look upward, it is probably the pure white glistening tongue glacier known as the Glacier of the Ghost, which will give your fancy most play. For seen at certain angles the upper part resembles a great white dove perched on the side of the mountain, truly symbolic of the peace which has been purchased by the spirit of self sacrifice exhibited by Edith Cavell, and that throng of youths who laid down their lives on the altar of their country. Others see in the glacier the figure of a woman with outstretched arms, and fancy that perhaps the spirit of the brave English nurse hovers near. Who Knows? For it is over this figure in white upon which attention is fixed. Even when the snowy summit is suffused with palest rose and gold the eye travels downward to the figure which is now bathed in a rich halo of light. Again when the whole upper part of the mountain is dripping with liquid amethyst of twilights, she appears even more prominent than before, and as we stand by the purple lake in the purple night bejewelled with stars and watch the moonlight play upon this figure, those noble lines of Swinbourne come with a newer and deeper meaning.

"To each man his handiwork, unto
each his crown,
The just fate gives;
Who so takes the world's life on
his, and his own days down,
He dying yet lives"

Oil Concerns Deny Selling Agreement

(Reuter's Service)

London, April 21.—Official denial is given of the report that the Shell Transport and Anglo-Persian Oil Companies had concluded a working agreement for marketing their products in Great Britain for the next five years.

This is accompanied by the announcement that after December 31, the Anglo-Persian Oil Company will sell the whole of its products through its own distributing organisations, in so far as the latter are able to market them.

The rumours are attributed to the fact that the Anglo-Persian Oil Company advantageously sold the Shell Transport Company a comparatively small estimated excess quantity of one product for five years.

German Reds In Big Demonstration

(French Wireless through Reuter)

Paris, April 21.—The Communist and Social Independent parties organised a demonstration in Berlin yesterday evening in favor of unity of the proletariat against the powers of capitalism. The Temps estimates that 50,000 persons attended the meeting.

Moscow And Chita Conclude New Pact

(China Press Service)

Moscow, April 21.—It is learned that a new economic treaty has been concluded by the Soviets with the Far Eastern Republic in Siberia giving Russia all desired rights to all concessions in the Far Eastern Republic. It generally gives Russia a great degree of economic control.

SHIP OFFICIAL QUITS

(China Press Service)

Washington, April 21.—Chairman Lasker has accepted the resignation of L. Stevens, acting general comptroller of the Shipping Board. His successor has not yet been selected.

STRIKERS CHEERFUL

(China Press Service)

Indianapolis, April 21.—United Mine Workers officials at the close of the third week of the coal sirike said that 680,000 miners were out which is 20,000 more than last week.

ISIS THEATRE

To-night Sunday

NAZIMOVA

in

"BILLIONS"

Six Part Drama

Wherein billions are lost and a world of love is won.

A French comedy, full of the salt of Gallic wit.

Matinee today at 3 p.m.

Dorothy Dalton

in

"BACK OF THE MAN"

also

"THE SKY RANGER"

First two Episodes.

Lyceum Theatre

A. D. C.

190th Production

"THE SKIN GAME"

by

John Galsworthy

Thursday 27th April 1922
Saturday 29th April 1922

Booking will open at Messrs. S. Moutrie & Co., Ltd. Nanking Road on Thursday 20th April 1922.

By Order
Wm. Armstrong,
Business Manager

Empire Theatre

81, AVENUE JOFFRE

On Monday and Tuesday April 24th and 25th

Presenting

Marguerite Clark

in

"Three Men and a Girl"

also

The 12th and 13th Episodes of

"The Son of Tarzan"

EMPIRE THEATRE

81, AVENUE JOFFRE

TONIGHT! TONIGHT!

SHOWING

D.W. GRIFFITH'S

PRODUCTION

'The Romance of Happy Valley

and

The 10th and 11th Episodes of

'The Son of Tarzan'

TWO PERFORMANCE NIGHTLY

Matinee Every Saturday and Sunday

If You Have A Cold Married Life
SEE
"THE FURNACE"
at the
APOLLO THEATRE.
Next Week.

LET US DO YOUR PAINTING
THE FEARON, DANIEL COMPANY

OLYMPIC THEATRE

SPECIAL PROGRAMME

For Friday, Saturday and Sunday, April 28th 29th and 30th

PRESENTING

LOUISE GLAUM

A magnificent production that shows the power of woman. The spectacular picture of the season.

MOTHERHOOD THE THING THAT WILL NEVER DIE!

There is not a woman or a girl in the world who can resist the fascination and the heart—grip of Sahara.

YOU HAVE TO SEE IT

Admission $1.50 and $1.00

OLYMPIC THEATRE

April 29th at 5 p.m.

MATINEE ENTERTAINMENT

by

MADAM KELVEY'S

TALENTED PUPILS

in

CHARMING SONGS

ARTISTIC DANCES

NOVELTY NUMBERS

In Aid of

THE FOREIGN WOMEN'S HOME SHANGHAI

Tickets at Moutrie's *Adults $2.00—Children $1.00*

WE ARE GLAD TO ANNOUNCE

William D. Taylor's Special Production

7 REELS "THE FURNACE" 7 REELS

AT THE

APOLLO THEATRE

FIVE DAYS ATTRACTION Commencing Wednesday, April 26th FIVE DAYS ATTRACTION

"IT IS NOTHING TO YOU?"

This inscription stands out in a stained glass window design of Christ on the Cross, placed at the rear of the altar in St. Mary's, London, where Folly Vallance, actress, is married to Anthony Bond, Canadian millionaire.

It sets the motiv for the whole piece—an appeal for sincerity in the marriage relationship. A super-fashionable wedding; a wonderful honeymoon; a country place; a town mansion; unlimited wealth—everything was as ashes to both bride and groom because jealousy, suspicion and the artificiality of modern society life had driven out the saving grace of love.

JUST WHAT IS THE PRICE of HAPPINESS?

May it be purchased with money, position, or admiration?

The night after their fashionable wedding found Folly and Anthony Bond in the Monte Carlo Hotel whither they had come by air-plane on their honeymoon. Anthony was exclaiming: "I am envied by many, but I should not be, for I have married a very beautiful woman who does not love me". "THE FURNACE", one of the most lavishly and beautifully produced plays ever put on the screen, proves conclusively that love is the only tie which can bind with happiness the lives of a man and woman. Marriage is a "Furnace" otherwise.

"THE FURNACE"

A Sensational Drama of English Society Life is written by "PAN" and has a cast of celebrities

Including

AGNES AYRES AND

MILTON SILLS

A play that will be highly appreciated by our patrons we are sure

BOOK YOUR SEATS IN TIME AT ROBINSON'S

MONDAY and TUESDAY APRIL 24th and 25th

A Vivid Play of Saints, Sinners and Society

"THE DEVIL TO PAY"

6 PARTS A play of Vices and Virtues of Man and Affairs 6 PARTS

A STARTLING EXPOSE OF LIFE IN HIGH PLACES; A TIDAL WAVE OF SUSPENSE

Starring

ROY STEWART, GEORGE FISHER,

FRITZI BRUNETTE and R. McKIM

TO-DAY MATINEE at 3 p.m.

BLANCHE SWEET

in

"That Girl Montana"

and

The final Episodes of

"THE FLAMING DISK"

TO-NIGHT at 9.15 p.m.

Harold Lloyd in "Now or Never"

Three-Reel Laughter Special.

Wanda Hawley in "Miss Hobbs"

A six-Part Comedy

Story by JEROME K. JEROME

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangteen, Captain Johannsen, will leave on Sunday, April 23, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangan, Capt. McIlwain will leave on Monday, April 24, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kwang, 1,782 Tons, Captain Williams, will sail for the above-mentioned ports from Old Ningpo Wharf on Monday, April 24, at about midnight. For Freight apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extension to Freight Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Monday, April 24, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Telephone Central 4881, Private Branch Exchange to All Departments.

HANKOW, ICHANG AND CHUNGKING.—The China Navigation Co.'s Steamer Wanhsien, Captain ——— will leave from the French Bund on Tuesday, Apr. 25, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Telephone Central No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Luenyi, Capt. F. D. Northcombe, will leave from the French Bund on Tuesday, April 25, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,671 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, April 25, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Wosang, 1,783 Tons, Captain McClelland, will sail for the above-mentioned ports from Old Ningpo Wharf on Wednesday, April 26, at about midnight. For Freight apply to JARDINE MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extension to Freight Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Wuchang, Captain W. Frazier, will leave on Wednesday, April 26, at about 12 o'clock midnight For Freight, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents Tel. No. C. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Ngankin, Captain Newcomb, will leave from the French Bund on Thursday, April 27, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

HANKOW AND PORTS.—The Indo-China S.N. Co.'s Loongwo, 3,925 Tons, Capt. James, will sail for the above-mentioned ports from Hunts Wharf on Friday, April 28, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone: Cen. 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Shengking, Captain A. E. Edwards, will leave from the French Bund on Friday, April 28, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD AND SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. Central No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Luenho, 2,868 Tons, Captain Woodget, will sail for the above-mentioned ports from Hunt's Wharf on Saturday, April 29, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer Whangpu, Captain E. L. Jones, will leave on Saturday, April 29, at about 12 o'clock midnight. For Freight, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Telephone Central No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kutwo, 2,664 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, May 2, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckwo, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, May 3, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone C. 241. Extensions to Freight and Passenger Departments.

For Southern Ports

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sunning, Captain Wavell, will leave from the French Bund on Sunday, April 23, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (John Swire and Sons, Ltd.) Agents. Tel. C. No 4881, Private Branch Exchange to All Departments.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Suiyang, Capt. W. Shane will leave from the French Bund on Sunday, April 23, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund Tel. C. No. 4881, Private Branch Exchange to all Departments.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking Captain J. Oudney, will leave from the French Bund on Monday, April 24, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS LTD.), Agents French Bund Tel. C. No. 4881, Private Exchange to all Departments.

NINGPO.—The Steamer Hsin Kiangteen, Captain Taylor, will leave on Tuesday, April 25, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

AMOY & SWATOW.—The Str. Kaho, Capt. McLean, will leave on Tuesday morning, April 25. For Freight or Passage, apply to C. M. S. N. Co.

HONGKONG & CANTON.—The Str. Kwangtah, Capt. Philips, will leave on Tuesday morning, April 25. For Freight or Passage, apply to C.M.S.N. Co.

WENCHOW.—The Str. Hacan Captain Wallace, will leave on Wednesday morning, April 26, For Freight or Passage, apply to C.M.S.N. Co.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer Sinkiang, Capt. G. W. Puckett, will leave from the French Bund on Wednesday, April 26, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.). Agents. Tel. C. No. 4881, Private Branch Exchange to All Departments.

AMOY, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Soochow, Captain ——— will leave from the French Bund on Thursday, April 27, at 11 a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. C. No. 4881, Private Branch Exchange to All Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Luchow, Captain Purslow, will leave on Saturday April 29, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents. Telephone Central No. 4881. Private Branch Exchange to All Departments.

For Northern Ports

NEWCHWANG.—The China Navigation Co.'s Str. Wuhu, Capt. W. J. Pringle, will leave on Sunday, April 23, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents. Tel. C. No 4881, Private Branch Exchange to All Departments

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, APRIL 23, 1922

Date and Destination	Per	Chi.	Br.	U.S.A.	Rat.
TODAY					
Japan, Canada, U.S.A. & Europe	Bay State		a7.00		
H'kong, Canton, Straits, India & Europe via Suez	Kashima M.	15.00			14.30
Hongkong	Kashima M.		15.30		
Amoy, H'kong & C'ton	Suiyang	7.30			7.00
River ports	Train & Str.	21.00			21.00
Newchwang	Wuhu	7.30			7.00
S'tow, H'kong & C'ton	Sunning	7.30			7.00
Manila via Hongkong	Cathay	15.00			14.30
TOMORROW					
Ningpo	Hsin Peking		15.00		
Dientsin	Train		17.00		
Hankow	Train		17.00		
Vladivostok	Train				
Vladivostok & Siberia	via P. & H.	17.00			17.00
River Ports	Train & Str.	21.00			21.00
Hongkong and Canton	Kwangtah	21.00			21.00
Chefoo and N'chwang	Toonan	21.00			21.00
Amoy and Swatow	Kaho	21.00			21.00
Hongkong	Kwangtah		17.00		
Tuesday, April 25					
S'tow, H'kong, C'ton	Nanking	8.30			8.00
W'wei, C'foo and T'tsin	Paoting	8.30	8.30		8.00
W'wei, C'foo and T'tsin	Koonshing	21.00			21.00
Japan Ports	Yawata Maru	19.00			18.30
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Newchwang	Hunan	8.30			8.00
W'wei, C'foo, and T'tsin	Koonshing		17.00		
Wednesday, April 26					
Japan Ports	Yashima M.	19.00	17.00		18.30
Japan Ports	Yawata Maru		8.30		
Swatow & Hongkong	Sinkiang		8.30		
Thursday, April 27					
Amoy, H'kong & C'ton	Soochow	9.30			9.00
Amoy and Hongkong	do		9.30		
Japan, Canada, U.S.A. & Europe	Siberia Mars	13.00			12.30
Japan, Honolulu, Canada U. S. A. and Europe via U.S.A.	do		14.00		13.30
Friday, April 28					
H'kong, C'ton, Straits, India & Europe via Suez	Dunera	16.00			15.30
Japan, H'lulu, Canada, U. S. A. & Europe	China	15.00			14.30
Japan, Canada, U. S. A. and Europe	Montague	15.00			14.30
Japan Ports	Hakusan M.	19.00			18.30
Japan, Canada, U. S. A. & Europe via Canada	Monteagle		16.00		15.30
Japan, Honolulu, Canada, U. S. A. & Europe via U.S.A.	China		14.00		13.30
H'kong, S. Ports, Straits Ceylon, India & Europe via Suez	Dunera		16.00		15.30
Saturday, April 29					
H'kong, C'ton, Straits, India & Europe via Suez	Amazone	9.30			9.00
W'wei, C'foo and T'tsin	Tungchow	8.30	8.30		8.00
Swatow & Hongkong	Luchow		10.30		
H'kong, S. Ports, Straits, Ceylon, India & Europe via Suez	Amazone		9.30		9.15

A Time fixed provisionally.
B. Registered matters at 5 p.m. on previous day.
C Registered matters at 6 p.m. on previous day.
D. Registered and Parcels at 5 p.m. on previous day.
†Specially marked correspondence only

NEWCHWANG.—The China Navigation Co.'s Str. Hunan, Captain Mathias, will leave on Tuesday, April 25, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents. Tel. C. No. 4881, Private Branch Exchange to All Departments.

CHEFOO & NEWCHWANG—The Str. Toonan, Captain Nielsen, will leave on Tuesday morning, April 25. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN DIRECT.—The Str. Hsinfung, Captain Murphy, will leave on Tuesday morning, April 25. For Freight or Passage, apply to C.M.S.N. Co.

TSINGTAO.—The China Navigation Co.'s Str. Yingchow, Capt. G. Byers, will leave from the Watung Wharf on Tuesday, April 25, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agens. Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer Paoting, Captain R. Turnbull, will leave on Tuesday, April 25, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Telephone Central No. 4881, Private Branch Exchange to All Departments.

VLADIVOSTOK DIRECT.—The Mail s.s. Yungshin, Captain ——— will be despatched from Shanghai on Thursday, April 27. The tender conveying mail and passengers will leave the French Mail Jetty on Thursday, at 11 a.m. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund. (Tel. Nos, Central 3060 and 3059).

ANTUNG.—The China Navigation Co.'s Steamer Ningpo, Captain McEachran, will leave on Friday, April 28, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents. Tel. C. No. 4881, Private Branch Exchange to All Departments.

TSINGTAO.—The China Navigation Co.'s Steamer Shantung. Captain R. Robertson, will leave from the Watung Wharf on Saturday, April 29, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents French Bund. Tel. Cen. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Steamer Tungchow, Captain Harris, will leave from the French Bund on Saturday, April 29, at 10 a.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents. Tel. C. No. 4881, Private Branch Exchange to All Departments.

NEW YANGTSZE SERVICE
SHANGHAI HANKOW
R. S. BOYD & Co., Ltd.
S. S "HWAH TA"
CAPT. SCHIERHORST
Arriving here on Monday, March 13, from Hankow and will be dispatched for Hankow via Ports on Wednesday, March 15, at midnight.
THE BEST OF SERVICE
Under direct supervision the food is supplied from such well known Shanghai firms as Lane Crawford; Dombey and Son; Ideal Butchery; Bake Rite Bakery, Culty Dairy.
The latest books, magazines and games.
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FAST SCHEDULE SERVICES.
FOR CHINGIANG, NANKING, WUHU, KIUKIANG & HANKOW
S.S. "POYANG" .....sails April 24th, midnight.
S.S. "LUENYI" .....sails April 25th, midnight.
S.S "WUCHANG" .....sails April 26th, midnight.
Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.
FOR WEIHAIWEI, CHEFOO AND TIENTSIN.
S.S. "PAOTING" .....sails April 25th, at 10 a.m.
S.S. "TUNGCHOW" .....sails April 29th, at 10 a.m.
FOR HONGKONG AND CANTON via SWATOW AND AMOY
S.S. "SINKIANG" .....sails April 25th, at 10 a.m.
S.S. "SOOCHOW" .....sails April 27th, at 11 a.m.
S.S. "LUCHOW" .....sails April 29th, at noon.
Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.
FOR NINGPO.
S.S. "HSIN PEKING" .....sails at 4:30 p.m. every Monday, Wednesday and Friday.
The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.
For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to
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CANADIAN PACIFIC
STEAMSHIPS LIMITED
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Traveling Time: 28 Days
Largest Steamers on the Pacific
LARGEST STEAMERS BETWEEN CANADA AND EUROPE.

Steamer	Leave S'hai	Arrive Van'r	Connecting with	Leave Quebec	Arrive S'hampton C'bourg
Monteagle	Apr. 28	May 18	E. Britain	May 26	
E. Japan	May 7	May 25	Montcalm	June 2	
E. Asia	May 20	June 5	E. France	June 13	June 20
E. Canada	June 3,	June 19	E. Scotland	June 27	July 4
E. Russia	June 17	July 3	E. France	July 11	July 18
Monteagle	July 8	July 28	Montclare	Aug. 4	
E. Japan	July 1	July 19	E. Scotland	July 25	Aug. 1
E. Asia	July 15	July 31	E. France	Aug. 8	Aug. 15
E. Canada	July 29	Aug. 14	E. Scotland	Aug. 22	Aug. 29
E. Russia	Aug. 12	Aug. 28	E. France	Sept. 5	Sept. 12
E. Australia	Aug. 26	Sept. 11	E. Scotland	Sept. 19	Sept. 26
E. Asia	Sept. 9	Sept. 25	E. France	Oct. 3	Oct. 10

*Winter Season—sails from St. John to Liverpool.
TO HONGKONG VIA MANILA
Empress of Asia ..... May 6
Empress of Russia ..... June 3
SHANGHAI TO HONGKONG DIRECT
Empress of Japan ..... April 24
Dominion Express Travellers Checks Sold.
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Passenger Department: Palace Hotel Building 19 The Bund. Telephon Central 182. Cable Address. "GACANPAC"

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FREIGHT & PASSENGER
TRANS-PACIFIC SERVICE.
"The Short Route"
16 DAYS SHANGHAI TO SEATTLE
Via Kobe, Yokohama and Victoria

	Leave Shanghai	Arrive Seattle
S.S. "BAY STATE"	Apr. 23	May. 9
S.S. "KEYSTONE STATE"	May 7	May 23
S.S. "SILVER STATE"	May 21	June 6
S.S. "PINE TREE STATE"	June 4	June 20
S.S. "WENATCHEE"	June 18	July 4

SUBSEQUENT SAILINGS EVERY FOURTEEN DAYS
FREIGHT AND PASSENGER SERVICE TO HONGKONG AND MANILA

	Leave Shanghai
S.S. "SILVER STATE"	May 4
S.S. "PINE TREE STATE"	May 18
S.S. "WENATCHEE"	June 1
S.S. "BAY STATE"	June 15
S.S. "KEYSTONE STATE"	June 29

SUBSEQUENT SAILINGS EVERY FOURTEEN DAYS
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THE ADMIRAL LINE
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CORNER NANKING AND KIANGSE ROADS
Tel C.5971-5972-5973. Tel. Address "Admiraline"
ANYWHERE ON THE PACIFIC

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

PACIFIC MAIL S.S.CO.
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
PASSENGER AND FREIGHT,
FOR SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU.
S.S. GOLDEN STATE .....May 6 July 8
S.S. EMPIRE STATE .....May 20 July 20
S.S. HOOSIER STATE .....June 24 Aug. 26
FOR HONGKONG via MANILA.
S.S. EMPIRE STATE .....May 11 July 16
S.S. HOOSIER STATE .....June 4 Aug. 18
S.S. GOLDEN STATE .....June 25 Sept. 3
Stay of steamers in Manila 3 days, in Hongkong 6 to 8 days.
FOR NEW YORK via PANAMA
S.S. WEST IRA ..... April 29
Through tickets and Bills of Lading issued to all points in United States, Mexico, Central America, South America and Cuba.
PACIFIC MAIL STEAMSHIP COMPANY
Managing Agents U. S. Shipping Board
1 B. Nanking Road
Palace Hotel Building, Telephones: C. 5056 and 5057,
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T. K. K.
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Imperial Japanese and U.S.M. Line to San Francisco from Shanghai via Nagasaki, Dairen, Kobe, Yokohama and Honolulu.
ALONG THE PATHWAY OF THE SUN.
PROPOSED SAILINGS FROM SHANGHAI
FOR SAN FRANCISCO
S.S. "SIBERIA MARU" .via Dairen ..... April 27
S.S. "TENYO MARU" ..via Nagasaki ..... May 10
S.S. "KOREA MARU" ..via Nagasaki ..... May 17
S.S. "SHINYO MARU" ..via Nagasaki ..... June 2
S.S. "TAIYO MARU" ...via Nagasaki ..... June 25
FOR HONGKONG
S.S. "KOREA MARU" direct ..... April 27
S.S. "SHINYO MARU" via Manila ..... May 9
S.S. "TAIYO MARU" via Manila ..... June 6
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Regular sailings from Hongkong and Yokohama, via Hawaii, for West Coast Ports of South America.
Excellent passenger accommodation on all steamers, Tickets issued under liberal privileges.
For information regarding Passenger Fares, Freight Rates, etc., apply to
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No. 71 Szechuen Road, Shanghai.
Tel. Nos. Central 3229 and 3230.

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MANAGING AGENTS U. S. SHIPPING BOARD
From San Francisco And Los Angdes via Japan Ports:
S.S. "WEST OROWA" April 28th
S.S. "WEST CHOPAKA" May 21st
For Hongkong, Philippine Islands, Saigon, Singapore And Java Ports:
S.S. "WEST ORAWA" April 30th
S.S. "WEST CHOPAKA" May 22nd
L. EVERETT, GENERAL AGENT, Japan, China, Philippine Islands. Indo China, Straits, Java
SHANGHAI OFFICE, No. 5 Jinkee Road. TEL: C 5017.
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PASSENGERS AND FREIGHT
SAILINGS FROM SHANGHAI
(Subject to change)
FOR SAN FRANCISCO via JAPAN and HONOLULU
S.S. "CHINA" ....April 28 July 9 Sept. 16
S.S. "NANKING" ...June 2 Aug. 12 Oct. 26
FOR HONGKONG DIRECT
S.S. "NANKING" .....May 18 July 31 Oct. 10
S.S. "CHINA" .....June 25 Sept. 5 Nov. 16
Through Bills of Lading issued to United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.
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Corner Szechuen and Kiukiang Roads,
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Telephones:
General Office Central 4773
Agent Central 5313

GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE
Hakone Maru .....May. 13

* Cargo Only.
Tottori Maru beginning of May.
*"Tatsuno Maru" ....May. 31

FOR VICTORIA AND SEATTLE FROM KOBE
Kaga Maru .....June 3
(from Shanghai May 13)
Yokohama Maru ....May. 16

FOR SAN FRANCISCO, NORFOLK, PHILADELPHIA AND NEW YORK VIA PANAMA CANAL
(Calling at Dairen and Japan ports).
Lisbon Maru .....May. 11

FOR SOUTH AMERICA VIA DURBAN AND CAPE TOWN FROM KOBE
"Kawachi Maru" ....May. 27

FOR JAPAN
Yawata Maru .....Apr. 26
Takeshima Maru ....Apr. 27
Hakuai Maru .....Apr. 29
Yoshino Maru ..... May 2
Omi Maru .....May. 2
Yamushiro Maru ....May. 3

FOR HONGKONG DIRECT.
Iyo Maru ..... May 21

FOR HONGKONG DIRECT.
Kaga Maru .....May. 13

FOR AUSTRALIA, sailing from Hongkong
Tango Maru .....June 20
"Aki Maru" .....May 16

For freight, passage and further information apply to
NIPPON YUSEN KAISHA
3, North Yangtsze Road, Shanghai.
Phones: Passenger Dept., North 1159 and 2729; Freight Dept. (Ocean) North 1155 and 167, (Local) North 1154, 1157.
Tel. Add.: "Yusen, Shanghai."

LUMBERLINE

FREIGHT SERVICES BETWEEN NORTH CHINA PORTS AND PORTLAND, OREGON, U.S.A.

FOR SAN FRANCISCO.
S.S. "UNITA" .....May 12, 1922.

SAILINGS:—
S.S. "NIELS NIELSEN" .....April 15, 1922.
S.S. "LUISE NIELSEN" .....April 20, 1922.
S.S. "BRATSBERG" .....Early May, 1922.

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The North China Line

Sailings from Shanghai

For Manila.
S.S. "WEST CAYOTE" ..... April 23, 1922

For Portland via Taku Bar and Vladivostock.
S.S. "WEST KADER" ..... May 2, 1922

For Vladivostock.
S.S. "WEST KADER" ..... May 2, 1922

For Portland via Taku Bar and Dairen
S.S. "LAS VEGAS" ..... May 17, 1922
Through Bills of Lading issued to Overland points in U. S. and Canada.
Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston and Boston in connection with fast Inter-coastal Liners

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Managing Agents U. S. Shipping Board,
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	Tons	Capt.	Arrive	Leave
ALPS MARU	15,000	S. Imai,	May 9	May 11

NEW YORK LINE. For San Francisco, Panama and New York via Dairen and Japan Ports. (Cargo only)

ALASKA MARU	15,000	K. Kitano,	May 22	May 24

PUGET SOUND LINE. For Tacoma, Victoria, Seattle and Vancouver via Dairen and Japan Ports.

MANILA MARU	20,000	Y. Somekawa,	May 9	May 10

FOR HONGKONG VIA MANILA.

AFRICA MARU	20,000	K. Tashiro,	May 9	May 10

FOR NORTH CHINA PORTS. For Dairen.

KOHOKU MARU	5,000	T. Akazawa,	May 7	May 9

FOR FORMOSA. For Keelung and Takao via Foochow.

SEIKYO MARU	5,000	N. Kamizawa,	Apr. 25	Apr. 27

FOR KOBE & YOKOHAMA.

LONDON MARU	15,000	S. Ohyama,	May 3	May 4

OSAKA SHOSEN KAISHA
N.K.K. Building, 2 Canton Road. Tel. Nos. C. 4233, 4234 and 4235.
Yangtszepoo Wharf Office. Tel. Nos. East 208 and 218.

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt.	KALYAN	Apl. 22
	PLASSY	May 6
	DONGOLA	May 20
	KHYBER	June 3
Bombay—via Hongkong, Straits and Colombo.	DUNERA	Apr. 28
	SICILIA	May 2
Calcutta—via Kobe.	JANUS	Apr. 20
	TANDA	Apr. 25
Calcutta—from Hongkong via Singapore and Penang.	JAPAN	May 2
	JANUS	May 6
Sydney and Melbourne—from Hongkong.	St. ALBANS	May 4
	EASTERN	May 31
	ARAFURA	July 6

* P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and Dates liable to be altered or cancelled without notice
For particulars regarding Freight or Passage, apply to Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd
Telephones: General: Central 169; Passage: Central 2510; Freight: Central 2069

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S.S. "MONDARN"	June
S.S. "HAROLD DOLLAR"	July

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S.S. "CATHAY"	April 23
S.S. "CELESTIAL"	May
S.S. "ROBERT DOLLAR"	July

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THE ROBERT DOLLAR COMPANY
ROBERT DOLLAR BUILDING.
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BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON VIA PANAMA

S.S. "JADDEN" ..... MAY 10

For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.
Cor. Nanking and Kiangse Rds. Tel. C. 6971, 6972 and 6973

Shipping Items

YANGTSZE PORTS

The C.M. s.s. Kianghsin left Hankow on Thursday and is due in Shanghai this morning.

The I-C. s.s. Suiwo left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Luenyi left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangfoo left Hankow on Friday and is due in Shanghai tomorrow morning.

The I-C. s.s. Wosang left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Wuchang left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangwah left Hankow yesterday and is due in Shanghai on Tuesday.

The C.N. s.s. Ngankin will leave Hankow today and is due in Shanghai on Wednesday.

The S.P. s.s. Tehhsing will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Kungwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Shengking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangyung will leave Hankow on Tuesday and is due in Shanghai on Friday.

The N.S. s.s. Ningshao will leave Hankow on Tuesday and is due in Shanghai on Friday.

The I-C. s.s. Luenho will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Whangpu will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The I-C. s.s. Choysang is due to arrive in Shanghai from Canton, Hongkong and Swatow this afternoon.

The C.M. s.s. Taishun left Hongkong for Tientsin direct on Tuesday.

The I-C. s.s. Kwongsang is due to arrive in Shanghai from Canton, Hongkong and Swatow on Tuesday.

The I-C. s.s. Hangsang is due to arrive in Shanghai from Canton, Hongkong and Swatow next Thursday.

The C.M. s.s. Haean left Wenchow yesterday and is due in Shanghai today.

The C.M. s.s. Feiching left Foochow on Friday and is due in Shanghai today.

The C.M. s.s. Hsinchi will leave Foochow on Tuesday and is due in Shanghai on Thursday.

NORTHERN PORTS

The C.M. s.s. Hsinfung left Tientsin on Thursday and is due in Shanghai by way of Chefoo today.

The I-C. s.s. Kingsing is due to arrive in Shanghai from Tientsin, Newchwang and Chefoo today.

The I-C. s.s. Waishing is due to arrive in Shanghai from Tsingtao next Wednesday.

The C.M. s.s. Yushun left Dairen for Shanghai on Thursday.

The C.N. s.s. Luchow is due to arrive in Shanghai from Tsingtao on Friday.

JAPAN PORTS

The N.Y.K. s.s. Yawata Maru left Moji for Shanghai on Friday and is due to dock at the N.Y.K. Wharf today.

The N.Y.K. s.s. Takeshima Maru left Nagasaki for Shanghai yesterday and is due to dock at the Wayside, Wharf tomorrow.

The N.Y.K. s.s. Hakuaj Maru will leave Moji for Shanghai tomorrow and is due to dock at the N.Y.K. Wharf on Wednesday.

INDIAN PORTS

The I-C. s.s. Kutsang is due to arrive in Shanghai from Calcutta, Straits and Hongkong tomorrow and will sail for Moji and Kobe at daylight Wednesday.

The B.I. s.s. Tanda from Calcutta, was expected to leave Hongkong for Amoy and Shanghai yesterday.

The P. & O. s.s. Jeypore left Bombay for Straits, Hongkong and Shanghai at noon on Sunday, the 16th.

EUROPEAN LINES

The P. & O. s.s. Khyber sailed from London on March 31 and is due to arrive in Shanghai on May 6.

The M.M. s.s. Amazone will sail from Shanghai for Marseilles on Saturday noon, April 29. Passengers may embark direct at the S.M.R. Whangpoo Wharf from 10 o'clock Saturday morning and heavy baggage must be delivered to the Company's godown before Friday noon, April 28.

The S.E. m.s. Formosa, outbound from Gothenburg for Shanghai, left Antwerp on April 12.

The S.E. s.s. Sumatra, outbound from Gothenburg for Shanghai, left Suez on April 13.

The S.E. s.s. Ceylon left Gothenburg for Shanghai on March 15.

The M.M. s.s. Angkor which sailed from Marseilles on March 24 with mails, left Saigon at 11 o'clock yesterday morning and is expected to arrive in Shanghai on May 2.

The Blue Funnel s.s. Lycaon, from Liverpool, left Hongkong for Shanghai at 6 o'clock Thursday evening.

The P. & O. s.s. Kaiyan sailed from Shanghai yesterday morning and is due to arrive in London on June 4.

The N.Y.K. s.s. Kashima Maru arrived in Shanghai from Kobe yesterday and will sail for London at daylight tomorrow. The tender with outgoing passengers, will leave the Customs jetty at 5 o'clock this afternoon.

AMERICAN LINES

The Dollar s.s. Melville Dollar sailed from Vancouver for Yokohama and Kobe on April 4.

The Dollar s.s. Esther Dollar left Madras for Port Said on April 14.

The Adl. Line s.s. West Ivan left Yokohama for Seattle on April 11.

The North China Line s.s. West Kader which sailed from Portland on March 28, is due to arrive in Shanghai on May 1 by way of Japan ports. The steamer will sail from this port for Vladivostok by way of Tsingtao and Taku Bar.

The Lumberline s.s. Hanna Nielsen sailed from Portland on April 15 and is expected to arrive in Shanghai on May 11.

The Lumberline s.s. Unita left Portland on April 10 and is due to arrive in Shanghai by way of Yokohama on May 8.

The P.M. s.s. Empire State was due to sail from San Francisco on April 19 and is expected to arrive in Shanghai by way of Honolulu and Japan ports on May 10. The steamer will sail for Manila and Hongkong on May 11.

The Adl. Line s.s. Silver State sailed from Seattle on April 15 and is due to arrive in Shanghai by way of Japan ports on May 2. It will sail for Hongkong and Manila on May 4.

The Dollar s.s. Mandarian left Vancouver for Kobe on April 15.

The Kerr Line s.s. Blossom Heath (Messrs. Shewan, Tomes and Company are the Agents here) arrived in Shanghai from New York yesterday morning.

The Adl. Line s.s. Dryden, from New York, left Honolulu for Yokohama on April 17.

The Adl. Line s.s. Alloway, from New York, left Honolulu for Yokohama on April 18.

The Adl. Line s.s. Greylock, from New York, left Honolulu for Yokohama on April 18.

The China Mail s.s. Nanking was scheduled to sail from San Francisco yesterday and is due to arrive in Shanghai by way of Honolulu and Japan ports on May 17.

The C.P.S. s.s. Empress of Russia will sail from off Woosung early this morning and is due to arrive in Vancouver by way of Japan ports on May 8.

The C.P.S. s.s. Monteagle will sail from Shanghai for Vancouver via Japan ports on Friday, April 28.

The China Mail s.s. China will leave Hongkong on Tuesday and is due to sail from off Woosung on Friday, April 28. The steamer is due to arrive in San Francisco by way of Nagasaki, Yokohama and Honolulu on May 20 at daylight.

The Adl. Line s.s. Bay State arrived in Shanghai from Hongkong yesterday morning and is docked at the China Merchants' Central Wharf. The liner will sail for Seattle at 8 o'clock this morning and is due to arrive there by way of Kobe and Yokohama on May 9.

Vessels Due

Amazone, *Japan*	Apr.	27
Choysang, *Hongkong*	Apr.	23
China, *Hongkong*	Apr.	28
Chungking, *Hankow*	Apr.	30
E. of Japan, *Vancouver*	Apr.	24
Feiching, *Foochow*	Apr.	23
Haean, *Wenchow*	Apr.	23
Hakuai Maru, *Japan*	Apr.	26
Hangsang, *Hongkong*	Apr.	27
Hsinchi, *Foochow*	Apr.	27
Hsin Kiangteen, *Ningpo*	Apr.	25
Hsin Ningshao, *Ningpo*	Apr.	23
Hsin Peking, *Ningpo*	Apr.	23
Hsinfung, *Tientsin*	Apr.	23
Kiangshun, *Hankow*	Apr.	29
Kiangfoo, *Hankow*	Apr.	24
Kiangwah, *Hankow*	Apr.	25
Kianghsin, *Hankow*	Apr.	23
Kiangteen, *Hankow*	May.	1
Kiangyung, *Hankow*	Apr.	28
Kingsing, *Tientsin*	Apr.	23
Korea Maru, *S. Francisco*	Apr.	27
Kutwo, *Hankow*	Apr.	29
Kungwo, *Hankow*	Apr.	27
Kutsang, *Calcutta*	Apr.	24
Kwongsang, *Hongkong*	Apr.	25
Luchow, *Tsingtao*	Apr.	28
Luenho, *Hankow*	Apr.	28
Luenyi, *Hankow*	Apr.	23
Lycaon, *Liverpool*	Apr.	23
Monteagle, *Hongkong*	Apr.	28
Ngankin, *Hankow*	Apr.	26
Ningshao, *Hankow*	Apr.	28
Omi Maru, *Japan*	Apr.	29
Suiwo, *Hankow*	Apr.	23
Shengking, *Hankow*	Apr.	27
Siberia Maru, *Hongkong*	Apr.	27
Tatung, *Hankow*	Apr.	29
Takeshima Maru, *Japan*	Apr.	24
Tehhsing, *Hankow*	Apr.	27
Tuckwo, *Hankow*	Apr.	30
Waishing, *Tsingtao*	Apr.	26
Whangpu, *Hankow*	Apr.	28
Woosung, *Hankow*	May.	1
Wosang, *Hankow*	Apr.	24
Wuchang, *Hankow*	Apr.	24
Yamashiro Maru, *Japan*	Apr.	30
Yawata Maru, *Japan*	Apr.	22
Yushun, *Dairen*	Apr.	23

M Messageries Maritimes M

SERVICES CONTRACTUELS.
MAIL STEAMERS.

	Next sailings from Marseilles	Probable date of arrival at Shanghai	Probable date of sailing from Shanghai
AMAZONE			29th April, 1922
PORTHOS			10th May, 1922
ANGKOR	24th March	1st May	27th May, 1922
ANGERS	7th April	15th May	10th June, 1922
AZAY LE RIDEAU	21st April	29th May,	24th June, 1922
CHAMBORD	5th May	12th June	8th July, 1922

LIGNES COMMERCIALES (Cargo Boats)

"COMMANDANT MAGES" expected Shanghai on Thursday, the 20th April, 1922.
"COMMANDANT DORISE" expected Shanghai first part of May 1922
Steamers and dates subject to alteration without notice.
Tel. 3260 Shipping Department. Tel. 987 Passenger Department.

Offices: 9 French Bund.

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Now Maintaining her regular schedule.
S.S. "Alice Dollar"
Date of sailing to be published later.

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Robert Dollar Company
Shanghai Hankow Tientsin and Peking

American Express Company
Shanghai Tientsin Peking.

46340

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
U. S. N. B.	Apr. 19	Albany	Am. Cruiser
M. C. W.	Mar. 20	Cricket	Br. Gunboat
F. N. B.	Apr. 21	Craonne	Fr. Sloop
M. C. W.	Mar. 22	Mantis	Br. Gunboat
	Apr. 20	Scarab	Br. Gunboat
E. E. W.	Apr. 14	Sumida	Jap. Gunboat
1 C	Mar. 28	Seb. Caboto	Ital. Gunboat
J. N. B.	Apr. 16	Tsushima	Jap. Gunboat

Information For Mariners

SUNDAY, APRIL 23, 1922

High Water at Woosung Bar
(The morning tides are higher than the evening tides, they are about equal at noon and midnight).
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7½ h.

Time	Rangs	Time	Rangs
10h. 16m.	5ft. 6in.	10h. 38m.	7ft. 0in.

High Water at Tungsha Lightship
(The morning tides are higher than the evening tides).
Approximate rise, 5 h; approximate fall, 7 h.

A.M.		P.M.	
H.	M.	H.	M.
8	56	9	22

Time of Moonrise, Moonset, Sunrise, Sunset

Moon		Sun		Daylight	Dark
Rises	Sets	Rises	Sets		
3.6 a.m.	3.10 p.m.	5h. 28m.	6h. 30m.	4h. 43m.	7h. 15m.

Mean Barometric Pressure Shanghai,
For April 30.00 in.
762.0 mm.

Meteorological Reports

SICCAWEI

April 23, 1922.	April 21.		April 22.	
Sun rises today at 5.25	16.00	21.00	4.00	9.00
Sun sets today at 18.31	(120 EGC)		(120 EGC)	
(inches	29.85	29.93	29.91	29.93
Barometer (variation for 24 hrs.	−0.08	†0.03	†0.09	†0.06
at 32° F. (variation for 12 hrs.	†0.03	†0.06	†0.06	0.00
Wind—direction	W	WSW	SW	NW
Wind—miles per hour	16.2	8.7	7.5	14.9
Temperature (Fahr.)	68°4	61°9	56°3	61°0
Humidity %	7.9	8.5	9.8	92
Nebulosity (0 to 10)	10	0	9	10
Barometer (mean 4 obs.)	—	—	—	—

SICCAWEI ABRIDGED REPORT

April 21.	Mean.1922	24 hrs. Variation	Previous average same period
Rainfall (inches)	29.87	−0.09	29.96
Temperature (Max. 60°5)			
(Fahr.) (Min. 74°5)	67°5	†2°4	58°5
Total rainfall, since Jan. 1 to midnight before last (inches)	9.93	0.24	10.35

AUCTION SALES

Cable "MOORE" Shanghai — ESTABLISHED 1874 — Codes A1, ABC 5th Ed. & Scattler

L. MOORE & Co. LIMITED

Auctioneers, Valuers, Land Brokers
45 Kiangse Road Shanghai

Phone { Auction Dept. C. 15. / Fire Loss Adjusting Dept. C. 6133

NEXT AUCTIONS

IN REAR SALESROOM
Monday, 24th April at 10 a.m.

USEFUL HOUSEHOLD FURNITURE, SUNDRIES & LADY'S & GENT'S CLOTHING

Including:—

NEW "VICTOR" BLACK SEAL RECORDS, Perambulator, Child's iron cot, single iron bedsteads, Dining tables, Electric hot plates, Smith Premier Typewriter, Marble ornaments, Fibre cabin trunk, Canvas hat box, Pictures, Table lamp (electric), Curios, FIELD GLASSES, AMBER CIGAR HOLDER, Brass Stair rods, Lady's & Gent's Saddles, Harness, Folding Perambulator, Lawn Mower, TAPESTRY COVERED COUCH AND ARM CHAIRS, GOOD DRESS FORM, Piano stool, MANDOLIN, Electric table fan (110 volts), Heating stove, Cooking stove with Piping, Large selection of Books, Large white painted Show case, LARGE WARDROBE TRUNK, matting, odd furniture and sundries

also

LARGE STANDING CAMERA WITH SLIDES
E. P. FLOWER & FRUIT STANDS

and

A LARGE SELECTION OF LADY'S & GENT'S CLOTHING, ETC.

Now on view.

Favoured with Instructions from
OSAKA SHOSEN KAISHA
Will sell by Public Auction at
OSAKA SHOSEN KAISHA'S
Wharf Godowns Nos. 1 & 2
On Monday, April 24th
at 2.30 p.m.
450 casks Cement and 64 packages Tumeric,
Slightly damaged

Wednesday 26th April Commencing at 10 a.m. in Front Salesroom
EXCELLENT HOUSEHOLD FURNITURE AND SUNDRIES

Including.

BLACK STAINED DINING TABLE DITTO SIDEBOARD DITTO OVERMANTLE DITTO DINING CHAIRS, BRASS DOUBLE BED WITH WIRE AND OTHER MATTRESS, Wickerware, table, Pictures, photographic outfit Hall table, Porcelain and Bronze ware Japanese Screen, RICKSHAWS (2), SEXTANT, GO-CART, baby chair, flat top desk, desk chairs, Bookcase, Carpets, glass screen, filing cabinet, SILVER CARD TRAY, Childs iron Cot, Porcelain washbasins, Good Toilet soap, GREEN PLUSH TABLE COVER GENT'S SADDLE (AMERICAN ARMY PATTERN)
AND A LONG LIST OF SUNDRIES.

Also

"PANSY" COOKING STOVE. MANDOLIN
WHITE ENAMEL DOUBLE BEDS (NEW)
NEW AMERICAN BOY'S BICYCLE
LARGE ICE CHEST
UPRIGHT PIANO (BY ROSENCRANZ)
UPRIGHT PIANO (BY MOUTRIE).

IN GODOWN
SUNDRY GOODS AUCTIONS ARE HELD IN OUR GODOWN IN REAR EVERY WEDNESDAY. Goods sent to-day may be included in the sale.

On Wednesday, April 26th at 2.30 p.m.

3 Cases Ideal Massage Cream, 1 Case Imitation Leather Hand Bags, 1 Cask and 2 Bags Glue, 1 Complete "Cresent" Hog Casing Machine, 1 Rice Machine, 1 Old Sewing Machine, 6 Cases Bacon, 1 Bag Silk Fibre, 23 Cases Bar Soap, 9 Cases Soap Powder, 1 Case Aperient Water, 14 White Ant Exterminators, 7 Dozen Imitation Panama Hats, 31 Read Combs, 8 Pieces Fur, 1 Fibre Rug, 27 Dozen Bottle Brushes, 1 Old Camera, 1 Gramaphone, 1 Lavatory Basin, 1 W. C. Plush Tank & Miscellaneons Bath Fittings, 2 Milk Cans, 2 Benches with Drawers, Oil Cans, Scale, Sundry Hardware, Basins, Trays Carriage Lamps, Bicycle Saddles, Bicycle Handle Bar, Sundry Bicycle Accessories, Paper Damping Machine, Dog Collars, Shovels, Knives, Weaving Brushes, Sundry Ironware for Cotton machine Sample Catalogues, Engineers Books, Spindles, Cotton Manufacturing Materials etc., etc etc.

also

9 Cases Eau De Cologne, 1 Case Perfume Water 68 Cases Sterilized and 45 Cases Unsweetened "Bebe" Swiss Milk.

Now on view.

POSTAGE STAMPS
On Wednesday, April 26th at 5 p.m.

A very fine collection of Stamps, including amongst many others, Belgian Congo, Cape of Good Hope, Ceylon, China, Gold Coast, Heligoland, Hongkong, Mauritius, Straits Settlements &c. &c.

Now on View.

540 RUE RATARD
Favoured with instructions from W. J. Dickson Esq.
Will sell at the premises No. 540 Rue Ratard
On Thursday next April 27th at 10 a.m.
EXCELLENT HOUSEHOLD FURNITURE AND REQUISITES
Comprising

DRAWING ROOM.—Blackwood marble top flower stands, Stools, Teapoys Silver ware cabinet, "Victor Gramophone, Marble clock Good Pictures, Mahoganystained centre table, Wicker Chairs, Electric table fan, Carved Ivory figures, Vases, Ornaments, Curtains, &c.

DINING ROOM.—Round extension dining table, Dining Chairs, Oak 4-fold Screen, side table, Plush table cover, Blue & white porcelain, Curtains, Desk, Pictures, Good E. P. Cutlery, Crockery & Glass ware &c.

BEDROOMS.—Grey enamelled mirror door wardrobe, Mirror back dressing table, Chest of drawers, Washstand & Double Wooden double bedstead to match, Large white enamelled mirror door wardrobe, Desk, Chairs, White enamelled Single bedstead, White enamelled Cot, Table, Screen, Skin rug, Table linen

Pantry & Kitchen as usual Electric fittings & Mosquito frames throughout

also

1 Velvet upholstered double spring Chesterfield Couch and 3 Comfortable arm chairs to match

On view Wednesday the 26th

WITHOUT RESERVE
a consignment of Special interest to
Connoisseurs of Old Chinese Curios
will be sold by Public Auction in

L. MOORE & CO., LTD'S SALESROOMS
On Friday next April 28th at 10 a.m.

These Curios belong to a Foreign Expert of repute and Periods mentioned in the catalogue will be guaranteed by him. Only periods of 100 years over will be recorded in catalogue.

The collection includes Scrolls, Potteries, Porcelains and Bronze of Tang, Sung, Yuan, Ming and Ching Dynasties.

Over 325 Lots will be offered and with the exception of 16 pieces which are reserved at a very low limit the whole will be sold.

ABSOLUTELY WITHOUT RESERVE
and no bidding on behalf of the owner will be allowed.
On view from Wednesday noon to date of sale.

Favoured with Instructions from
THE NISSHIN KISEN KAISHA
Will sell by Public Auction at their
GODOWN AT POOTUNG
a small quantity of unclaimed cargo, comprising Inte, Hemp, Medicine and a quantity of Sundries.

L. MOORE & CO., LTD.
No. 45 Kiangse Road.

W. FUNDER & CO.

AUCTIONEERS, REAL ESTATE AGENTS, VALUERS, and APPRAISERS.

Favoured with instruction from Messrs. Burkardt, Amidani & Co., the Mortgagees in possession of the properties of the Hsin Nieh New World Co. (The Mortgagors)
will sell at its offices
at
No. 49 KIANGSE ROAD

The Amusement Halls of the said Hsin Nieh New World Co. together with all its properties consisting of residue of leases, buildings, furniture, fixtures and effects in one block as a going concern.

The particulars of the said properties, the date and the conditions of sale will be published later.

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, Appraisers, and Coal Merchants

Having been favoured with instructions from
MESSRS. YUE DAH & CO.,
will sell by Public Auction
at
NO. 1109A BROAD-WAY
On Monday, the 24th April 1922.
Commencing at 10 a.m.
and
Continuing at 2.30 p.m.
REMAINING STOCK OF PROVISIONS

Comprising:—

Biscuits, fruit juice, beef juice, sausage, herrings, corned beef, vegetables mutton, ox tail soup, pork and beans, sweets, cocoa, jam, macaronia, sardines, tansan water, toilet soap, champagne, vermouth, whisky, claret, brandy, shoe polish, salad oil, brass polish, tea, tooth paste and powder, showcases and fittings
etc., etc., etc.

On view Sunday

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, Appraisers, and Coal Merchants

Having been favoured with instructions from
THE CONCERNED
will sell by Public Auction
at
NO. 101 AVENUE ROAD
On Tuesday, the 25th April
Commencing at 10 a.m.
and
Continuing at 2.30 p.m.
EXCELLENT HOUSEHOLD FURNITURE & EFFECTS

Comprising:

HALL:—Oak stained bevel-edged mirror back hat and umbrella stands, porcelain garden seats, carved blackwood long table, hall tables, chairs, jardiniere stands, perambulators, go-carts, wall clocks, pictures, vases and ornaments.

DRAWING ROOM:—Axminster carpets, hearth rugs, brass fenders, fire bras, coal box, white marble clock, large brass incense burners, carved **cherywood curio cabinet,** blue tapestry covered drawing room suite in mahogany stained teakwood frames, plate glass top centre table, carved blackwood side table marble top jardiniere stands, chairs, hearth stool, mahogany stained escritoire, E. P. centre flower stand, fancy electric reading lamp, brass jardiniere, photogravure, lace curtain, porcelain vases, and ornaments.

STUDY ROOM:—Axminster carpets, coal box, fire brass, black marble clock, teak wood writing desk, chairs, document drawers, sliding door book cases, teakwood centre table, cretonne covered double spring couch, easy chairs, curtains pictures, vases, and ornaments,

DINING ROOM:—Axminster carpets, Hearth rugs, brass fender fire brass, coal box, 400-days clock, taffets covered double spring couch, easy chairs, oak stained bevel-edged mirror back dining room suite, 4-fold high screan, silver ware cabinet, teapoys, bronze jardiniere stands, hunting colour pictures, porcelain wall plates, tile top jardiniere stands, electric table fan blue and white porcelain vase, jars, fancy E. P. cut glass and crockery etc., etc., etc.

BEDROOM & BATH ROOM: Axminster and brussels carpets, double spring Chesterfield couch and easy chairs, Mahogany stained and oak stained bedroom suites with bevel-edged mirror, Simmons double and single and wooden bedsteads with bedding, round table, pictures, sanitary commode, porcelain, brass, bronze ornaments, etc.

PANTRY AND KITCHEN AS USUAL and electric lights throughout

also

1. Fine toned cottage piano (by S. Moutrie).
1. Large Horniess gramophone with records cabinet combined.
1. Set of 8-fold covered blackwood high screen with 32 blue and white porcelain panels.
1. Oakwood ice chest.
1. Large iron ruler.
1. 12-Bore Winchester repeating shot gun.
1. 4-Cylinder 2 seater Holiday motor car slightly used.

On view Sunday and Monday.

W. Funder & Co.

Philatelic and Fine Art Auctioneers

beg to announce that they have been commissioned by Mr. Charles Piens to sell by auction on Saturday the 22nd inst., and if necessary following days **A very fine specialised Collection of the stamps of China and Foreign Post Offices in China**

Which has been formed over 25 years ago, and is specially strong in fine large used blocks of the early issues, errors etc.

Among the Foreign Post offices of China, it will suffise to mention those classical rarities, the Tientsin Provisionals of German China, both mint and on original covers, all the Shanghai rarities on covers, etc., to show that this will be an occasion to acquire rare stamps not likely to occur again in Shanghai.

Catalogues ready & Stamps on View.

NOEL, MURRAY & CO., LIMITED

Having been favoured with instructions from
A. J. H. CARLILL, ESQ.
Will sell by Public Auction
at the premises
NO. 2 KIUKIANG ROAD
(TOP FLOOR)
On Monday, the 24th April, 1922.
Commencing at 10 a.m.
and
Continuing at 2.30 p.m.
The whole of the
SUPERIOR
and
SUBSTANTIAL
HOUSEHOLD FURNITURE AND EFFECTS
Contained therein,
Comprising:—

HALL.—Axminster Carpet, Teakwood Mirror-back Hat and Umbrella Stand, CARVED TEAKWOOD MIRROR BACK HALL TABLES AND SEATS, Round Hall Stove, Bronze Statuettes, Chinese Porcelains, Carved Teakwood Flat Works, Pictures, Ornaments, etc.

DRAWING ROOM:—Large Green Axminster Carpet, Carved Teakwood Overmantel, Japanese M. O. P. Inlaid, Lacquered and Silk Embroidered Screens, Teakwood Marble Top Console-Table with Mirror, Walnut Wood Show Case, Tapestry Covered Couch and Easy Chairs, Foochow Lacquered Tea Tables, Tapestry Curtains, Pictures, Chinese Porcelains, Ornaments, etc.

DINING FOOM:—Red Axminster Carpet, Marble Clock, Saddle Bag Covered Easy Chairs, CARVED TEAKWOOD DINING ROOM SUITE, BOOK CASE AND SIDE TABLE, Oakwood Davenport, Chinese Porcelains, Brass Incense Burners and Vases, Pictures, Ornaments, E. P., Glass and Crockery Ware, etc.

BED AND BATH ROOMS:—Axminster and Brussels Carpets, Tapestry Covered Couch and Easy Chairs, TEAKWOOD BED ROOM SUITE WITH BEVEL-EDGED MIRRORS, Teakwood Writing Table, SINGLE BRASS AND BRASS MOUNTED IRON BEDSTEADS WITH BEDDING, Pictures, Chinese Porcelains, Brass and Bronze Ornaments, etc.

also

1 TEAKWOOD BEDROOM SUITE WITH BEVELED-EDGE MIRRORS MADE BY LANE, CRAWFORD & Co. Ltd.
1 FANCY INLAID MAHOGANY BEDROOM SUITE WITH BEVELED-EDGE MIRRORS, MADE BY WARING & GILLOWS, LONDON,
1 ENAMELLED SALAMANDRE STOVE
1 ELECTRIC CEILING FAN WITH 4 BLADES AND LIGHTS
2 PORTABLE ELECTRIC FANS
1 LARGE GLOBE WITH COMPASS AND STAND
1 LARGE TILE LINED ICE CHEST

Pantry and Kitchen as usual
Good Electric Light Pittings throughout.

On View from Saturday Noon and Sunday, the 22nd and 23rd April, 1922

Catalogues on the premises.

Auction of Sundry Cargo

NOEL, MURRAY & CO., LIMITED

Will Sell at Salesroom
On Monday, the 24th April, 1922,
Commencing at 2.30 p.m.
A LARGE QUANTITY OF

Overcoating, Metal Polish, Galvanised Iron Baths, Water Piping, Bath Soap, Ladies' Silk Stockings, Men's Socks, Straw Hats, Blue Shirts, New Towels, Shoe Polish, Rubber Heels, Shoe Buttons, Leather Shoes, Rubber Tubings, Sanitary Auto Brushes, Taplex Foot Warmer, Stamped Velvet, Spirit Stoves, Disinfectant Fluid, "Buggo" Fly Remover, Tobacco Leaf, Smoking Tobacco, Sterilized Natural and Unsweetened Swiss Milk, Tobacco Leaf, etc., etc.

also

1 "Crossley" Gas Engine (in good condition)
12 Cases Aniline Dyes (Kryogene Black TBS and Cotton Black E Extra)
6 "Miller" Tyres 32 x 3½
59 "Miller" Tubes, 32 x 3½ and 31 x 3½
6 "Buckskin" Tyres 32 x 3½
7 Sets Pull U Out Machines
1 Electric Motor, 550 Volts.
18 Canvas Camp Beds (Damaged).

On View Morning of Sale.

Preliminary Announcement

Acting under instructions from
Mr. LEE VAN CHING
Proprietor of the Chinese Art Gallery
No. 416 Rue Auguste Boppe
(formerly Rue Eugene Bard)

NOEL, MURRAY & CO., LIMITED

Will sell at an early date a splendid collection of Chinese Antiques and Art Treasures. Also a quantity of well selected Old Chinese Furniture which has been patiently accumulated by Mr. Lee and represents styles and periods of Artistic works prized by collectors.

Full particulars will be published shortly and the details given of each article guaranteed by Mr. Lee Van Ching.

NOEL, MURRAY & CO., LIMITED

Acting under instruction from
China Merchants' S. N. Co.
Will sell by Public Auction
at
"H" Godown
YANG KA DU WHARF
On Wednesday, the 26th April, 1922.
Commencing at 3 p.m.
Suction Dredger Plant and Salvage Gear.
Comprising:—

ONE SET Compound Cylinders with Piston, Pieton Rods, Cross Heads, Valve Spindles, Crank Shafts and Connecting Rods, complete.

ONE Condenser Complete with Brass Tubes.

Two Steam Winches Complete.

Two Suction Centrifugal Pumps Complete with Flexible Hose and Cast Iron Piping, etc.

Mild Steel Shaftings, Wharping Barrels Gear Wheels and Brackets.

Two Hand Winches, Deck Blocks, Filters, Water Tank, etc., etc.

A quantity of Spare Parts.

NOW ON VIEW.

A Launch will leave Nanking Road Jetty at 2.30 p.m. On Wednesday, 26th instant.

CONGRESS GIVES MILLION TO HALT GREAT FLOODS

Tremendous Gale Hits Chicago; Three Killed

(China Press Service)

Washington, April 21.—The House and Senate rushed through a resolution making $1,000,000 available to aid in checking the Mississippi flood.

Chicago, April 12.—A sixty mile an hour gale swept the entire city today, uprooting trees, tearing the roofs off buildings in the Loop district, and overturning automobiles and trucks.

Pedestrians attempting to cross the unprotected stretches of Michigan Avenue on the lake front were swept off their feet and several sustained injuries necessitiating their removal to hospitals. Three people were killed and a number injured by falling objects, one being killed when the corner of a roof in the business district fell into the crowded street.

The Fire department was called to clear up the debris in the business district. Snow flurries and a freezing temperature accompanied the bitter wind.

Woman Ruled World Only Thing Worse Than Man Ruled One

(China Press Service)

New York, April 21.—One sex alone cannot rule the world Lady Astor declared in a speech she made here tonight, urging women to enter politics.

"I cannot imagine anything worse than a man-ruled," Lady Astor said, "except a woman-ruled world."

BILLIONS FROM FARMS

(China Press Service)

Washington, April 21.—The Department of Agriculture estimated that the gross value of 1921 farm products was $12,236,000,000.

SENATE PROVIDES $57,500 FUND FOR TARIFF REVISERS

Money Will Cover Expenses Of Delegates To Shanghai

(China Press Service)

Washington, April 21.—The Senate today passed the annual appropriations for the Departments of State and Justice, granting the amounts requested in the budgets submitted by the secretaries, and in addition, granting $50,000 for the President's secret fund for diplomatic emergencies: $150,000 for prohibition enforcement, and $57,500 for American representatives on the Chinese tariff commission.

The appropriation of $57,500 made by the Senate is assumed to be for the expenses and salaries incident to the meetings of the Chinese Tariff Revision Commission, now meeting in Shanghai under the chairmanship of Admiral Tsai Ting-kan.

The American Commercial Attache at the American Legation in Peking, is the only official delegate named so far, and will act as chairman of the American representatives. Technical experts are to be named and sent here from Washington, however, and now that the appropriation has been granted it is expected that they will leave the United States in the near future.

Launch Services

TODAY

The tender conveying passengers on board the N.Y.K. s.s. **Kashima Maru,** for London will leave the Customs Jetty at 5 p.m.

Saturday, April 29, 1922

The tender conveying passengers and baggage on board the S.M.R. s.s. **Chohei Maru,** for Tsingtao and Dairen will leave the Customs Jetty at 3 p.m.

Sailed from Shanghai

FOR SAN FRANCISCO
Nile ..... Apr. 7
Taiyo Maru ..... Apr. 9
Hoosier State ..... Apr. 15
FOR PORTLAND
Eastern Sailor ..... Apr. 12
Niels Nielsen ..... Apr. 14
Luise Nielsen ..... Apr. 18
Pawlet ..... Apr. 19
FOR VANCOUVER
Emp. of Asia ..... Mar. 25
Harold Dollar ..... Mar. 24
Bessie Dollar ..... Apr. 19
Emp. of Russia ..... Apr. 22
FOR PUGET SOUND
Wm. Dollar ..... Mar. 26
FOR SEATTLE
Pine Tree State ..... Mar. 28
Wenatchee ..... Apr. 9
FOR TACOMA
Arabia Maru ..... Apr. 14
FOR NEW YORK
Bolton Castle ..... Mar. 30
Knight Templar ..... Apr. 7
City of Oran ..... Apr. 7
Kendal Castle ..... Apr. 16
City of Melbourne ... Apr. 17
Gaelic Prince ..... Apr. 20
Mabeyashi Maru ..... Apr. 20
FOR LONDON
Kamo Maru ..... Mar. 22
Devanha ..... Mar. 25
Katori Maru ..... Mar. 29
Machaon ..... Apr. 3
Novara ..... Apr. 8
Atsuta Maru ..... Apr. 9
Rhesus ..... Apr. 13
Teiresias ..... Apr. 21
Kalyan ..... Apr. 22
FOR LIVERPOOL
Telemachus ..... Mar. 21
Peleus ..... Apr. 5
Antilochus ..... Apr. 12
Anchises ..... Apr. 15
FOR HAMBURG
City of Simla ..... Mar. 22
Havelland ..... Mar. 25
Glenamoy ..... Apr. 3
Glentara ..... Apr. 3
Glenariffe ..... Apr. 11
West Falen ..... Apr. 14
Altai Maru ..... Apr. 20
FOR ROTTERDAM
Saparoea ..... Apr. 20
Rotti ..... Apr. 20
FOR MARSEILLES
Formose ..... Mar. 22
Amboise ..... Apr. 3
C. M. Mailhol ..... Apr. 4
Cordillere ..... Apr. 14
FOR COPENHAGEN
Afrika ..... Mar. 25
Tongking ..... Apr. 19
FOR BOMBAY
Sicilia ..... Apr. 1
FOR CALCUTTA
Torilla ..... Mar. 25
Japan ..... Apr. 14

TRADE WITH SIBERIA

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64 Szechuen Road
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LET US DO YOUR PAINTING
THE FEARON DANIEL COMPANY

MAGAZINE

The China Press

大陸報

AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 23, 1922

Bruce Hopper Takes Us Through "China's Back Door"

By Bruce Hopper

The fevers of excitement almost consumed us as we rushed from Moulmein back to Rangoon. Gus's proposal that we gypsy down to old Cathay from the back door threw us into the panic always attendant upon realisation of a dream. Our months of orthodox travel weighed but little in the scales against caravaning through uncharted China. And the trip passed from pipe dream into glorious reality with a swiftness that left us breathless. We are even now lost in wonder at ourselves. For which we are grateful to the little god of vagabondia.

Already we pictured the financier, the guide, and the slave stepping in the footprints of Marco Polo. May the lustre on that Venetian name never dim. Already we fancied ourselves shooting the cataracts of unnamed rivers, in a skiff found miraculously by some cave of Stygian gloom. We could see in advance the dizzy cliffs dotted with naked savagery. And we could hear the curdling cries of Chu Chin Chow and more Lolos than the original Forty Thieves, lying in wait in the dark impasses for rich caravans and Ali Babas like us. I say in advance, for though the dream was piping hot, we were gifted with a strange gypsy prescience on that train ride from Moulmein to Rangoon.

We knew nothing about western China, save that it bordered Burma and Thibet. To most foreigners in Burma the hinterland is a never-never land of impassable barriers, of swift rivers, terrible gorges, and stormy mountain tops, where thousands of conflicting races and tribes make war on the stranger. There are riches there, to be sure, gold and jade, and even musk. But the time has not come for opening that treasure land. And crossing half a dozen watersheds on the traverse makes the caravan route from Burma to Yunnan anything but a highway for pleasure.

JOY-KILLERS, ALL

In order to tap the slight store of information about mystic Yunnan we visited various officials in Rangoon. But Rangoon just stared at us from under the punkahs, and went on munching assorted curries and chutneys. It was the tropic stare of disbelief. We experienced that curious shuddering, old as man, and known to every promoter of dreams. It comes when the collective instinct of the eternal majority rises to enforce the law of mediocrity by throwing ice water on the parade.

No one took us seriously. We had been playing at intelligent traveling, treating everything to a light touch-and-go. And now, when we got serious, the public refused to change with us. What we said, in fact, was: "Behold, great explorers have come among you!" But we were wasting greatness upon the Philistines of the tropics. "Twiddle," said some. "Twaddle," said others. And then they all got together to say "Bah."

By Sir Oracle on Jungle Law we were made aware of our abysmal ignorance, folly, and presumption. From Sir Masterful Slayer of Countless Tigers we learned that caravaning through Yunnan for pleasure had never been done, could not be done, and there was no earthly reason why it should be done. Only made work for foreign governments to rescue their crazy subjects. Such was the Rangoon verdict on the re-Marco Polo tour.

There is a precious stimulus in the cold douch of disapproval. Many a dream would fail of fulfilment were it not for the highly serviceable critics in the seats of the scornful. The whip of ridicule drives men on, if anything will. And things marked impossible by tradition often turn out to possible after all, thanks to the cold water from the scornful.

ENTER, DAME MYSTERY

It was so with us. We were ready to abandon the project because of the expense. But people in Rangoon forced us to carry on by simply refusing to believe it could be done. The truth availed nothing. It was too preposterous. Good friends spoke of restraining us, as though we were idiots on the loose. They pictured dire hardships and disease, and monsoons, and Salween headhunters, and what not in the way of obstacle. Having recited all the reasons why we were crazy they, at length, brought forward a suspicion as to our real mission. "Don't tell us," said they, "that you intend to walk unknown thousands of miles in hostile country for what fun you get out of it! You have something else going forward. You can't fool us!"

That was our clue for winning a little "face." We remembered how King Barnum made the public famous by defining its appetite for humbug. The Rangoon public, as we knew, craved even more. It rejected truth, but swallowed mystery.

One is not on Rangoon very long before sensing a suppressed community emotion. It is not mentioned, but breaks out in spots, which only indicates the commotion beneath the surface. It has to do with upcountry trade, particularly the trade-to-be with China.

Commercial values in Rangoon get a fresh impetus when the annual rumor comes around that the railroad is to be constructed from Bhamo to Tengyueh. It is the sixty-year old dream of tying Burma to the Yangtsze by lines of steel. The French have tapped eastern Yunnan from Haiphong. The British see their upper Yangtsze markets falling to the French unless the Burma-Yunnan railway is put through, maskee the cost. A journey across those terrible divides, which in profile look like a buzz-saw upside down, convinces one that the cost of such a road would be too great an outlay. But the old Rangoon resident dreams on, and looks pained and hunted when questioned about the railroad. He anticipates the enormous profits which would accrue if Indian cotton and Rangoon rice could go by rail to the Yangtsze, and on to the rich territory around Chengtu. Connecting Rangoon with Shanghan, salt water to salt water, is the sequel.

BURMA'S OWN YUNNAN

Subsidary to this railroad dream is an abiding interest in the mineral wealth of Yunnan. We heard much talk about the "Yunnan Ming Hsing Mining Co," an American-Chinese outfit prospecting near Tengyueh. The good residents of Burma want to see Yunnan developed, but they regard the country as within their economic sphere. They will develop Yunnan when they build that railway. In the meantime these mining prospectors may get to know too much. Beside they represent capital and speculation.

One Rangoonite, in particular, seemed to take upon himself the divinely-appointed task of discouraging us. He was an engineer for the projected Bhamo-Talifu railway, and talked down at us from the awful heights of experience. "If you have such an uncontrolable lust for the wilderness," said he, "why don't you hop it up to the Shan States and bag a few tigers?" But we heard him not. He was the most convincing proof that the merry ha-ha had changed to real concern.

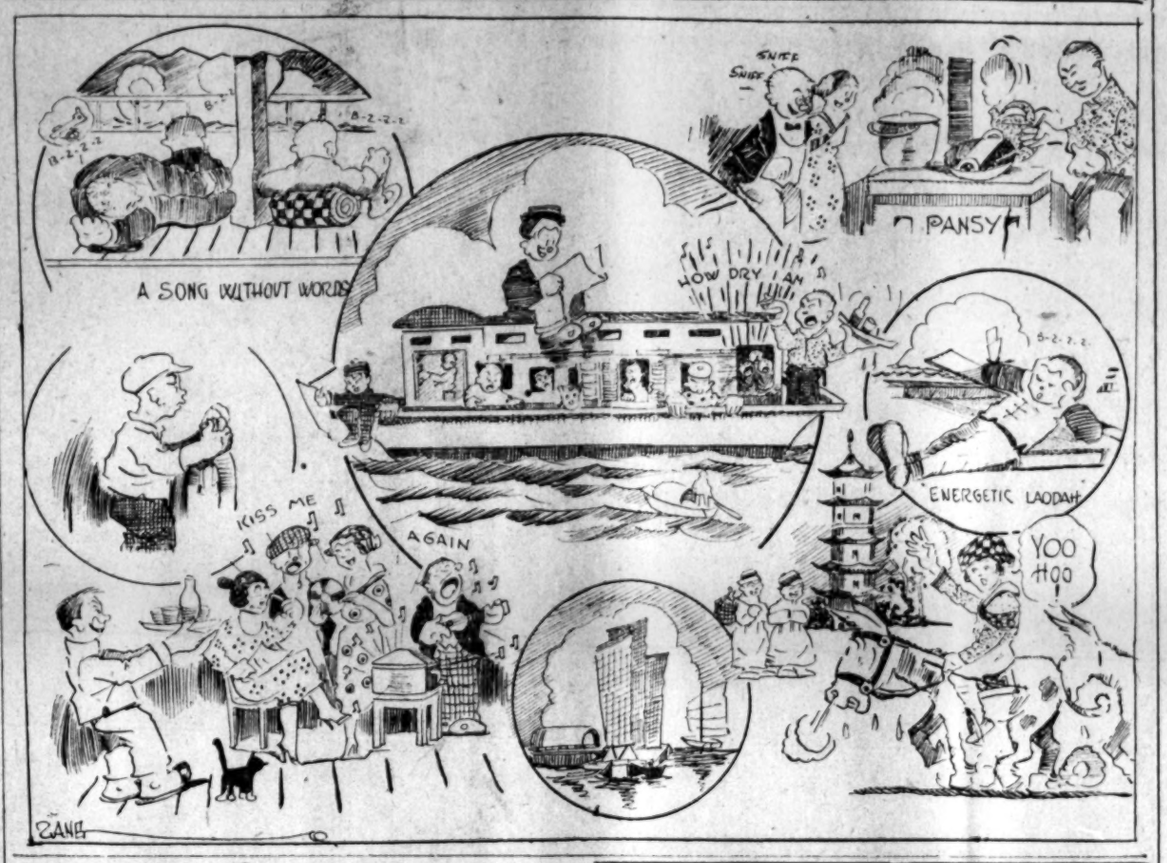
We began to hint at an intimacy with Long Tom washers, mercury riffles, drifts, shafts, blasting powder, and other impedimenta supposed to suggest mining. The very arm chairs seemed to prick up their ears. We were offered many cheroots. People looked at us, and whispered. Over night we became interesting men. Rangoon, as we knew it, made us a mystery of mining prospectors, going up-country for a New York syndicate of fabulous resources. We played the humbug to the end.

Such is the fickle thing called public confidence. After the initial deluge of cold water, and the sight of our enormous tears of gratification during the recital of unknown dangers, we were treated kindly. Friends tried to get us maps, but such valuable assets were not to be had for money. The high school geography, from which we clipped the only map of western China, showed the Salween, the Mekong, and the Yangtsze, running together, not far from the upper reaches of the Irrawaddy. It looked

(Continued on Page 3)

HOUSEBOATING JOYS

By Zane



Dressing For The Party

BY JAMES G. MONTAGUE

(The scene is in a bedroom. George has come home, anticipating a quiet evening, only to learn from the lips of his wife Grace that they have been invited out to dinner and that he is expected to wear at least a dinner jacket.)

George—What d'ye mean a dinner jacket? None of that bunch will wear dinner jackets. It would be putting on side to wear one.

Grace—Well, I asked her if we should dress, and she said to come as we liked—you know what that means.

George—Coming as I like means coming in my regular clothes. I'll slip on a clean collar though. I s'pose that would be only decent.

Grace—George You can't. You know she meant to dress when she said come as you like. She'd be mortally insulted, and she's been horribly nice to us, really she has.

George—Well, you know what that means. Bath, shave, hunting all over the place for a dress shirt. I don't see what the darnation bow-wows people want to tog out in a lot of silk faced clothes just to get a meal in. I'll bet those people would put on dinner clothes to go out to a lunch wagon.

Grace—I know, dear, but we can't help that. And we'd better hurry. We'll be late if we don't.

George—What's the difference if we are late? As long as we're all diked out right those people won't care how late we are. If I was giving a dinner I'd rather people would come in bathing suits and be on time than make them spend an hour or two getting hand laundered and poured into silly clothes just to be conventional. Where's my shirt?

Grace—Isn't there one in your chiffonier?

George—I'll see. (He pokes his head into a large drawer, moving his hands as a rabbit moves his paws when excavating a burrow, and a stream of garments sails out on each side of him.)

Grace—George! For heaven's sake. Take them one at a time. You've got the floor covered with them.

George—(Emerging with a shirt in his hand.) By golly I found one of them—a clean one, too. (He exhibits it proudly.)

Grace—Well, that is something. Here are the studs.

George—Tie?

Grace—Will this one do?

George—It will not do. Can't you see that it's green with age?

Grace—What about this one?

George—Wrong shape. Those people would rather have me show up in the "altogether" than with a hick tie like that.

Grace—Well here's one that is fine.

George—Grease spots as big as dimes on it. I wore it that time the waiter spilled the gravy over me.

Grace—Well, that seems to be all of them.

George—All right, we can't go, that's all.

Grace—But George, we must go.

George—Oh, all right, give me the blamed greasy tie. Where's my suspenders?

Grace—Those old ones? I gave them to the Salvation Army. I supposed you always used a belt, and—

George—If I used a belt with these trousers, two inches of the legs would drag along the ground. But I suppose I can sew them to myself some way. Or nail them maybe. How about my dinner jacket—did you give that to the Salvation Army?

Grace—Certainly not. Do hurry.

George—(Lathering his face.) I'm hurrying as fast as I can. I wanted to get everything collected. Where's the safety razor blades?

Grace—The old ones. I had them put in the garbage can. You said you would get a new package.

George—Grace, you have lived with me long enough to know that I never remember safety razor blades. Nobody ever does. Never mind though. I'll go dredge the garbage can for the old ones.

Grace—(Beginning to sniff.) They to-took them away.

George—Did you promise to go to this thing?

Grace—Yes, and we're needed for bridge afterward.

George—All right, I'll shave with an old-fashioned razor. I suppose they won't object to my showing up half scalped and with only one ear, so long as I have the right clothes on.

(Ten minutes later George walks down-stairs, his face a little damaged by the unaccustomed razor, but neatly and correctly attired. At that moment the telephone rings. George answers it.)

George—Yes, Mrs. Cartwright, this is Mr. Perkins. Yes. Oh yes indeed. Not at all. Certainly. Oh no. Yes I understood it that way. Grace told me. Yes I know. Just come in business clothes. No. Surely not. I hadn't thought of dressing. I knew you were regular folks and wouldn't want a chap to doll up on a minute's notice. Thank you. We'll be right over. It may take me a minute or two to efface the stains of labor that's all. Goodby, see you soon (He puts down the telephone.) Grace!

Grace—What is it?

George—Get a pair of scissors and cut me out of this rig quick. Somebody has showed up there in a business suit and that old harridan is going to make us all come that way.

-:- Chin Chin -:-

"Clothes give one confidence," says the advertisement of a Shanghai tailor. They surely do. Personally there's a flock of places I'd go to in 'em where I wouldn't have the nerve to go without 'em.

* * *

Miss Ima Hoot-Nanny sez that she's arriving at the hunch that the chief reason the world persists in its wickedness is because all the reformers look so doggone unhappy.

* * *

AIN'T CHINA FUNNY?

Sign on Rue du Consulat:

Chinese and Fyance Shose & Co.

* * *

And China isn't the only place in the world where the sign-painters and letter-writers are the fountain-heads of unlooked for laughs. Did you ever cast an eagle-eye through the various agony columns of the London papers?

"Curate wishes to sell three dozen slippers and forty walking sticks; all different; unused; would exchange for bassinette" —reads an ad in the London News.

You'd think the curate would have foresight enough to keep the slippers for indoor walking nights, at least.

* * *

Some other ads in the same issue read:

"Trombone, quite new. Owner's flat too small for practice."

"Bicycle, hockey-stick and tennis racquet—what offers? would exchange for mail-cart."

* * *

ENGLISH AS SHE IS SPOKE

What would Mister Webster think of these:

Bell-Polisher—a male hootnanny who dingers in the doorway for an hour contracting painter's colic. See actual photograph below taken in French Concession.

Bell Polisher At Work

Flat-Wheeler—a rummy whose idea of entertaining a frail is to take her for a walk.

* * *

The more we read about Ireland, India, et celery, the more it appears to us that England is determined to have a League of Nations all her very own.

* * *

TIMES HAVE CHANGED

Man wants but little here below,
Thus runs the good old lay,
But that was written long ago—
He wants his share today!

—Chicago Tribune.

Not only does he want his share
Of all the earthly snaps,
But he'll race madly here and there
To grab some other chap's.

* * *

As a golfer I rank with the world's greatest knitter's of chest protector's for canary birdies but I do adore chasing the little ball around like many other bungalow's nevertheless.

Women golfers make life worthwhile on the race track course. 'Tother day I was exercising my putter when I had to rest while two members of the deadlier sex discussed the latest auction they'd enjoyed. Finally I tired of waiting, and, after gazing through my book of rules, I yelled "Fore!"

No action. "Fore!" again.

Still no action.

"3.98!"—and they dropped their club's and made a sprint for the gate.

* * *

Mrs. Dumbell was ankling through the French Park with me whilst I was taking my walking stick out for an airing on yesterday's delightful afternoon when we spotted the only male hoot-nanny in captivity. "Don't let his mother hear you call him a chip off the old block when you knows she calls his father a blockhead," sez she. Then we ankled on.

* * *

A Lobster Confesses

Dear Larry: A few days ago a frail, as you call 'em, insisted on ordering lobster salad at the 'Troc' right after Jack has politely informed me I'd have to use a gold pencil hereafter. How's that for a perfect exhibition of bad taste?

—M. O.

* * *

A man is like a clock, my son,
Some keep good time, I know,
But some are too fast as they run,
And some are much too slow.

—Herb Gee.

* * *

A REQUEST

Can any reader of Chin Chin, either in THE EVENING STAR every evening or THE CHINA PRESS on Sunday's send us a complete copy of that famous old poem, beginning:

The Camels are coming, the Chesterfields too,
Across the wired billboards with wild ballyhoo—

* * *

And now the Filipinos are sending a team to play for the Davis Cup. You'd think they'd be satisfied with the "racquet" they've been kicking up.

LARRY

Heave-Ho, Me Hearties! We're Soochow Bound

By Irene Corbally

For the week preceding the Easter holidays the question of the hour was "Where are you going?" In the week just past, the holder of the laurels for interrogatory frequency is "what Easter push were you on?"

The answer to the first question came invariably in one word, "Hangchow," until it seemed that from sheer force of numbers, the houseboaters would sail to that paradisial spot, according to Chinese legend, on foot, or rather, by leaping from one houseboat to another. Our little group of serious sailors, wishing for various reasons to sail to and foregather in some spot that was not so closely speckled with Easter holidayers that the spot itself was missing, decided that if everyone was going to walk to Hangchow by houseboat we might try the other w.k. chow town, famous for bathtubs, sing song girls and week-end trips.

Accordingly, in the dead of night six assorted personages of a sort, draped in the thick eleven o'clock Woosung fog and layers of bedding and provisions, the latter for some liquid reason or other seeming to require personal rather than coolie attention, sashayed down a rickety gangplank to a combination houseboat-launch panting at its moorings.

When you leave Shanghai on a houseboat trip at that time of night, it is just as well to be with friends of long standing or at least with people of whom you don't care a twisted angleworm whether you make an impression or not. Chances are that your night will be filled with music which will induce a return symphony on your part, in chords not usually heard in church and best expressed by dots, dashes, splashes of printer's ink and exclamation points.

BORN BUT NOT BRED

The first two hours out are spent in wondering how many dozen Chinese constitute the crew and whether they learned to navigate by correspondence school methods. An enthusiast of China and things Chinese once told me "the Chinese are born sailors; they navigate without a compass." They may be born sailors but they throw off that impediment of nativity very quickly. And as for navigating with a compass, neither compass nor sexant, nor anything but a gracious celestial majesty will protect the foreigner from the the idiosyncrasies of the laodah as he crashes through sampans, garbage and what-not scows, on his tortuous way to Soochow.

Noise, for some reason or other, is particularly thick when it is communicated to your suffering ears from the crashing of feet on the roof overhead and the strident voices of a prolific crew. When, in addition, there is an oil-burning launch towing your fragile egg shell boat and chugchugging with all the enthusiasm of a bateau with the asthma, you are made, in self-defense, more or less insensible to the snores of the other members of the party who are scattered on the beds ranged here and there where there is a spare foot or two, on deck and under the other beds.

The ideal houseboat bed of the future will be equipped with an india rubber head and foot board so that every time the laodah yawns and sends another sampan crashing against the bank, by the simple medium of rubbing the launch and its houseboat trailer against the smaller boat that is cluttering up the water way, you will bound back and forward until you strike an at rest without danger of having permanent waves in your skull and on the soles of your feet.

The trip to the objective is usually just one grand meal after another, beginning with coffee in bed which the houseboy serves with as much eclat as he does at home, the tray ornamented with napkins and everything, just as if he had all the room in the world to walk around in instead of having to pick his way over sleepers on the floor in the space between bunks.

Probably the most marvelous thing about a houseboat trip is the way a Chinese cook can perform on a doll house stove in a space that would put a water bug in grave danger of having to be blotted up. All stoves on houseboats are named. Ours heard the call of ham and eggs and did nobly despite the handicap of the appellation, "Pansy."

Soochow is reached about 3 o'clock p.m. after one night and two daytime performances of Pansy. Yi-li, our launch, meandered up the creek, in the kindly hands of a well-satisfied laodah who selected a site directly opposite a group of screaming, scantily-clad youngsters and a couple of wooden-faced women working a treadmill. No amount of persuasion could induce Yi-li, which, undoubtedly, was influenced by the overwhelming majority on board to go any further, so the Bolshevik houseboat proper let her lay. After removing the liquid munitions from aboard, and yuloed to a place that offered a better boarding-point for donkeys, the ground nearby being soft and grass-grown, instead of rock-studded.

Irish herself, the chaperone extraordinary, who can be relied on always to go to sleep at the precise moment when the travelling phonograph grinds out "Kiss Me Again" to the couple playing frank and earnest on deck over her head, got into her third costume that day and made us all mad, for no one else was helped aboard a donkey.

A CHURCH-LESS SABBATH

The Hosiery Ad, aided and abetted by a new griffin, made the saddle in two, and the end of a perfect day wore itself out in meandering through the native city, to the intense amusement of the populace who were heard to exclaim that certain feminine members of the party were married or unmarried, depending on the color of the knickerbockers worn, the badge of wifehood in certain Soochow circles being pink trousers.

In going on a houseboat trip over Sunday it is just as well not to make the mistake of trying to get religion for a short time on the Sabbath. Inquiries of the Number 1 boy and the perfect laodah as to where one could find a Christian church brought us, after an hour's hard riding, donkey back, to a shop where Number 1 begged us to dismount and inspect the mandarin coats for sale. It developed that Number 1 had interpreted our clear explanation that we wanted to go catch worship at place where foreign man wear coat all samee mandarin—belong plenty embroidery—to mean that we, in common with all tourists, desired to enhance our wardrobe with a beautiful example of ancient Chinese embroidery, made to order in 10 days or taken from stock while you wait in a large tourists' shop where the coats hang limply waiting for customers.

The return journey of a houseboat is usually twice as long as the way out, the first thing that happens being the giving up of the nautical ghost of the temperamental launch as it buries its nose in the mud somewhere in the oozy darkness about three hours from Soochow. In between toots and liquid encouragement someone thinks of sticking around to flag the "express train" as it goes downtown. The snappy daily service inaugurated by some enterprising Chinese who has a fast light launch which tows perhaps a dozen houseboats full of Chinese passengers between Shanghai and Soochow has been a boon to more than one stuck-in-the-mud. Whether from the cargo aboard or from other causes at present unknown, the rope with which the creek train's locomotive endeavored to succor us, broke three times so that the train, jealous of its speed record, finalled tooted away and left us, despairing and disgusted and wondering whether there would be a tide and if so, when.

When the water rises and the launch floats again, a few more miles are essayed. However, once having developed the tendency to run aground, the evil grows into a habit which is repeated at half hour intervals, bringing all and sundry into Shanghai several hours behind schedule and several miles away from that satisfied feeling that follows a full meal.

The last ten hours are always the hardest and when there are several cases of sunburn and heartburn aboard, apparently, the easiest way to keep speaking with everyone is to sleep. Everybody was sleeping when we dashed up to the dock. Everybody has been speaking since, too.

"Harem" Robes by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

By LADY DUFF-GORDON
("LUCILE")

THE lure of the harem has been sung in prose and poetry, but the fascination of its weird Oriental splendor has rarely been successfully modernized into wearable robes for the tea hour. My experiments, borrowed from this source of inspiration, were designed for the fashion fete in New York recently. And I can safely admit they proved a success, judging from the applause offered when they appeared.

The harem robe of velvet and chiffon finds its charm in line. Its delicate beauty is developed through artful color combination. A simple slip of chiffon fashioned on the loose lines of a night-dress forms the foundation. Rows of smocking at the waistline confine the fullness, and a wide flounce of sheer lace finishes the bottom. Over this sheer foundation falls the tunic of soft panne velvet with its flowing chiffon sleeves and long chiffon streamers that drape into trains at front.

Note, if you will, the harmonious back of this robe. The blouse takes the new low waistline, falling gracefully over the draped velvet of the skirt that joins its chiffon allies from the front and tapers off to a slender train.

Truly Oriental indeed is the harem robe of colorful chiffon that is developed from the original model, with slight variation. Chiffon again forms the robe, winding about the figure in soft, loose folds. One bead motif of gorgeous hue decorates the front as a termination to the sparkling chain that loops from the neck. A chiffon scarf is doubled and folded from the head to form the loose harem sleeves.

FASHIONS *Dresses Of Two Materials Factor In Spring Styles*

Trimmings, unless they are y subtle, are taboo. But now fashion is to use two terials for one frock. You e no idea, until you go into subject thoroughly, how many varied types of styles can be ginated when founded upon principle.

They are astonishingly pre- ent among all the Spring and mmer fashions now being ex- ited for the public to look n, and a brief study reveals ny possibilities for designing clothes and for making over old ones.

Who can scorn the distant w of an old and loved gown uvenated, or of two dresses the cost of one? These are racies possible if one watches newer styles and has any itude for adapting simple igns to one's own personality. o a little study of the two- terial fashions, as they make ir appearance, cannot help but r fruit when the Spring and mmer dresses come under ervision, and you realise the essity for digging in and work- the reconstruction principle n your own clothes.

TWO TONES OF FABRIC

The soft wool velours and lls and Kasha cloths are being own now in lovely summery ors. They are a positive in- ration to the home dress- ker, as well as to the designer o has already worked her rms in getting together the ding models of the season. s is a new note in the way of king dresses, for it fetches or and line to its greatest gree. In fact, the very com- ation of two materials and ors marks an epoch in the tter of dress design.

It is wonderful to think that men have reached the place ere they can appreciate this t of thing, and are actually ating a demand for the fur- rance of the demonstration of e in their costuming.

A frock made of tan and brown our is notable. The lower tion of the skirt is composed the darker material and this cut so that longer sections run to the bodice section in places. e bodice is cut in one piece, th the bateau neckline and with g kimono sleeves, which are ed by a wide band of the terial making the skirt. For a ish the dress boasts only rows stitching. There is absolutely attempt at trimming. And the ished model is as lovely a thing you could wish to see.

Kasha cloth in yellow and blue kes another charming little ss, which is of the veritable e-piece model, with a light top d a dark lower section, and a le narrow tailored belt making attempt at defining the waist- e. Then, to be worn wih this, re is a dark blue cape brilliant- lined with the lighter tone of cloth. It is a short cape, ly reaching the waistline itself. t gives a spread and a finish to e gown which is quite beautiful.

Broadcloth is being used for me of these two piece models, d, because of the smoothness its finish, it has an elegance charm that is not touched by y of the other materials. The ench designers are making a eat point of putting black and ite broadcloth together, and is, of course, makes a stunning ect, whether it be used for cks or capes or dresses. It is mething which is always be- ming to a certain type, and for t reason it is always more or s in the fashion, though it ppens to be more so just now.

The costume suits offer splen- d opportunity for the use of two terials, for with the extra coat wrap or cape as the case may , there is a largeness of surface which to carry out a diver- nce of the principle of using o materials. Perhaps it is the shion of two materials that lps the costume suit to be pular, and perhaps the reason- g may be just the other way und; but, in any case, there is this respect a very happy union ideas.

FROCKS MADE OF SILK

There is the printed silk and e plain silk; a fine crepe used ith a rough crepe; a dull silk ed with a shiny silk; a colored lk used with one of neutral tone; light color with a dark one. ll of these or any of them are od, and you can readily see that there be a part of a dress left er from last season it is going blend happily with some short ngth of new silk to make it ally new and good for this ason.

A frock of printed foulard was ade all of the figured silk in straight lined slim model. Then was provided with satin trim- ings, which were lovely to see. hey were arranged in tiers of hree straight flounces of satin n the skirt, reaching to the nees or above that line. And he ends of the wide sleeves had ands of this material upon them.

A dress of perfectly plain dark lue crepe de chine, in a heavy uality, had large, wide sleeves ade of a print of blue and red nd white and black silk. They ere the only note of decoration pon the gown, for even the belt as plain, but they gave a stun- ing effect of interesting pattern hich (because the sleeves were so wide) was not interrupted in any way.

Hydrangea blue made a sport or outdoor dress, which had its bodice section composed of a putty-colored silk of the same variety, and then this little frock had a sleeveless coat to go with it, made of the blue silk-lined with the other tone. The whole presented a very interesting and not in the least a gaudy combination—just the sort of simple little garment that so many women like to wear, made of the colors which suit their type of beauty best.

Even the knickerbocker suits are being made up in this combination of two materials, for you will see a whole white silk suit of knickerbockers with a cape, of some other and darker color, made to go along with them, and lined in white, to make it look as though it belonged in the symphony. Everything in silks, as well as in other materials, is tending in this direction and out of the running will be the woman who does not indulge her sense of beauty in this respect.

SILK CAPES ARE RAGE

Silk capes are to be all the rage, or so the fashion authorities are telling us. Well, they, too, come into this category of things made from two materials. It is not always the lining alone which is different in color, and even in texture, from the outside, but many times the capes are made of first one tier of silk, and then another, of a differing color and capes which are made of a foundation of, say, gray, with up and down flounces of dark blue or black, placed close together, but in a loose enough manner so that when they flop in the breeze they disclose a suggestion of that lighter and underlying tone.

For evening there are any number of silk capes made up in combinations of the most brilliant of colorings, for color is something which the season demands, and there is no better chance for showing the tendency than in an evening cape made of two tones of silk.

There is a great leaning toward combining in one frock a fabric of wool and a fabric of silk. This is done in dresses, in wraps and even in suits, for there are suits made of that heaviest sort of silk which has edges of wide strips of some woolen goods, put there ostensibly to give weight and reality to the suit, which for Summer and warm Spring days will be everything that is satisfactorily wearable.

There are silk dresses with serge trimmings, there are serge dresses with silk trimmings, and many of the one-piece dresses for Spring are made up with such a lavish use of printed silk for trimming that it becomes really a portion of the material of the dress itself.

A printed silk dress with an all-over pattern of blue and gray dots has a most interesting insert of pleated side panels of soft blue cashmere. Then it is adorned with a belt of the heavier material, tied in a loose knot, and only tiny cuffs on the long, full sleeves made of a band of woolen goods.

CHIFFON IN COMBINATION

The thin varieties of chiffon and georgette become steadily popular for use with woolen and silk materials. There are any number of chiffon sleeves inserted in frocks made from either of these materials. Sometimes these sleeves are embroiderd to give them weight. Sometimes they are edged with wide bandings of braid, and again they are supplemented with sections of the other material used on the frock. At any rate, the lightness of the gauzy fabric used in combination with the heavier materials always carries a vast degree of satisfaction with it. There seems to be something in the contrast of the light weight against the heavier weight which has its own sort of charm not to be duplicated in any other way.

There is a new manner of adding side draped panels of chiffon to a woolen or to a silk dress, and this is particularly fascinating, for it conveys that touch of lightness and airiness to a costume which is lovelier than any sort of cut-and-dried trimming could ever be. It falls in the most graceful of folds, it adds charm to a dress which can be used in all propriety for everyday wear, and here again comes that tremendous possibility of adapting one's half-worn clothes to this newer and lighter material as a sort of a side fixation.

They are using a good many panels of pleated chiffon with silk and woolen dresses for Spring wear. These are put on at the sides or at the front and back, or at all four points, according to the character and the general design of the frock. But they succeed always in giving to that frock a deal of distinction and gracefulness, besides adapting it to the latest of the present styles in a most effective manner.

Afternoon frocks of crepe and chiffon used in combination are among the most interesting of the season's output. These fabrics are usually of exactly the same coloring, the variety of their textures being the thing which makes them at all different.

Bruce Hopper Takes Us "China's Back Door"

(Continued from Page 1)

so easy just to slip over the divides, and boat-it down the Yangtsze to Shanghai. We estimated the time at one month. It took three. As a short cut from Rangoon to Shanghai, to avoid the long steamer haul around Singapore, the trip was a failure.

SO WE PREPARE

Friends helped us buy army cots, shorts, boots, and medical supplies. As we expected to extemporise off the country we brought along mostly such things as pickles and curry powder, much to our subsequent hungry sorrow. Getting a rifle required the attention of the police, the Shan State officials, and some one higher up, but not the viceroy of India.

The business of buying silver took some time, but had to be done, as paper is valueless in Yunnan.

Eventually, armed with twelve Standard Oil boxes, packed for caravan travel, firearms, medicine enough to cure all the ills of the Far East, a Chinese visa, and pursued by the good natured laughter of tropical friends, we boarded the train for Mandalay, thirty-six hours after Gus gave birth to the idea.

Gold was our quest to the same extent that lions lured Tartarin from Tarascon to the burning sands and the cool couches of Algiers. We had put much gold leaf on the Shwe Dagon pagoda, and felt we had earned merit with Buddha. We were off for the forbidden land where bamboo smoke spices the air at twilight, and the red gods keep potlatch along the horizon. And the going was pleasant, under the teasing urge of the wild.

HOW TO "GROW" A NEW COMPLEXION

These are the days of "hustling." In a week we see and do more than our grandmothers did in a year. We are gradually turning nature to be our servant; we use her great forces against herself. We have conquered sea and sky, now our doctors are fighting not only disease, but old age. There is talk of rejuvenating human beings by the injection of animal glands, but as yet, only the few can avail themselves of the treatment.

There is, however, one secret of perpetual youth that is in the reach of everyone. Scientists now realise that the only way of keeping the skin young and fresh is to examine Nature's methods and to find some way of imitating her.

SCIENTIFIC BEAUTY.

In order to explain the new method of keeping the complexion perpetually youthful, one must understand something of the nature of the skin. A baby's skin is always clear and smooth because the outer layer is always invisibly peeling off, and new layers are forming just as fast underneath, so that the exposed skin is always fresh, unwrinkled and "new."

For the first few years of our lives, this peeling is a purely natural process, but as we grow older, we gradually lose the power of throwing off our old soiled outer skins, so that our complexions become lined and yellow, and the new skin has no chance to show itself.

A few years ago, a scientific chemist realised that a little-known substance called mercolised wax, was exactly what was needed to "keep nature up to the mark." It appears that this substance, which is now unversally obtainable, gently and painlessly assists nature in throwing off the soiled outer cuticle. The skin is thus perpetually renewed, and a clear youthful complexion can be preserved to any age. (Advt.)

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AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 23, 1922

Mandates From The Motorists

How The Automobile Buying Public Dictates The Policy Of Manufacturers And Designers—Business Recovery In The Industry During The Past Year And A Glance At 1922 Prospects

BY ALFRED REEVES
(General Manager Of The National Automobile Chamber Of Commerce)

Woodrow Wilson once said that he would far rather know the opinions which were being passed around the stoves in the country stores than to have the advice of official Washington.

The automobile industry is in a similar position. It is an executive department of a democracy. It is the servant of its customers, and as there are over nine million of them it is virtually the employee of the public.

What Mr. Public says, goes. His actions in this case are not unlike his part in politics. He is apparently quiet and indifferent: but when election day comes around, those of us who have not fathomed his wishes find ourselves outside.

In fact, the position of the automobile industry is more like that of the British Cabinet than of an American governmental department. There, a general election may be declared at any time and there are occasional by-elections to show which way the wind is blowing.

That Mr. Public rules over the automobile industry is not rhetoric but cold fact. Presidents, sales managers and advertising men may plan beautiful policies. Merchandising and financial authorities may approve programs. But if Mr. Public inverts his thumbs the schedules must be retired from the arena.

Mr. Public, for instance, demands a car with a high hood, and the high hood appears. He insists on a self-starter, and every maker meet his demands. He votes against the cloverleaf body, and out it goes. He rejects the underslung chassis, and it is no more. He insists on left-hand drive, and that is what he gets.

We have followed his mandates as rapidly as possible in the field of design, and we are anxious to know if he is generally pleased. He doubtless has a number of criticisms to offer. The automobile industry is bound to make some mistakes and to guess wrong at times on what the customer desires. But is Mr. Public, on the whole, thoroughly converted to motor transportation?

Examination of current events, of the bye-elections, so to speak, indicate that he continues to endorse the Automobile Party, even though he may have various suggestions to offer for its improvement. Cars and trucks were evidently more in use in August, 1921, than in any previous period in history. The consumption of gasoline at that time climbed to a record mark. How the figures compare with the three preceding Augusts are shown as follows:

Month	Domestic Consumption Gallons
August, 1918	394,817,000
August, 1919	402,988,000
August, 1920	479,741,000
August, 1921	503,513,000

Note.—Figures from U. S. Bureau of Mines.

Such a degree of activity in a period of general sluggishness is a healthy sign for the future of the business and the service which it is rendering the country. The gasoline figures are also supported by the statistics of tire production which show a constant increase until fall when the usual seasonal decline is registered:

Month	Casings Produced
January	703,430
February	819,892
March	1,163,314
April	1,651,418
May	2,100,917
June	2,313,265
July	2,570,524
August	3,043,187

Note.—Figures from Rubber Association of America.

These figures, to be sure, do not necessarily represent new business, but they prove an intensive use of the vehicles already in the hands of the public. It is of the greatest importance to the customer and to the industry that the old cars be kept running. Old cars running mean investment giving satisfaction, mean thrift, mean pleased buyers. There always comes a point when it is economy to scrap an old machine and put in new equipment; but until that time the consumer should be encouraged to pursue the path of economy.

There are, however, many new cars and trucks being sold. The output this year will probably reach 1,700,000. This is a production larger than 1916 or any year preceding. Though not a record business, it is a satisfactory volume of sales for a year of general hard times. The 1921 registrations, furthermore, will probably approach 10,000,000. This means that there will be a steady replacement business for the industry in excess of 1,500,000 annually, figuring the life of a car is five years or more.

The truck business is distinctly encouraging. After a long stretch of quiet months the sales began to improve this fall until the winter brought some retardation. Financial experts, however, say that spring will bring an improvement in general industry and that motor trucks will be in demand at that time. Good have not been moving rapidly during the past 18 months, but they will begin to move again next spring, and commercial vehicles will be needed to play their part.

Another indication that Mr. Public wants greater opportunity to use motor transportation is seen in the passage of the $75,000,000 Townsend roads bill. The economy effected by highways was so manifest that this appropriation was carried at a time when Congress was endeavoring to cut down on cash expenditures. The amount covering a period of eight months continues the normal federal expenditure of $100,000,000 annually for highways. It is, however, significant of the value of roads that this appropriation has been recognised as essential and retained in a period of retrenchment. One particularly valuable feature of the bill is that funds must be set aside for the upkeep of federal aid roads so that the taxpayer is sure of a permanent, not a transitory, investment. Announcement of the money which the different states will receive has been made recently as follows:

State	Allotment
Albama	$1,553,420.67
Arizona	$1,053,281.44
Arkansas	1,254,142.20
California	2,462,098.53
Colorado	1,341,175.69
Conecticut	480,897.78
Delaware	365,625.00
Florida	886,825.69
Georgia	1,997,957.58
Idaho	938,536.68
Illinois	3,246,281.07
Indiana	1,958,855.41
Iowa	2,102,872.74
Kansas	2,102,281.51
Kentucky	1,417,178.68
Louisiana	996,989.64
Maine	695,160.25
Maryland	640,629.01
Massachusetts	1,096,176.04
Michigan	2,249,532.43
Minnesota	2,123,597.07
Mississippi	1,294,906.22
Missouri	2,448,128.62
Montana	1,546,885.82
Nebraska	1,581,189.50
Nevada	953,436.78
Hew Hampshire	365,625.00
New Jersey	942,870.95
New Mexico	1,189,823.34
New York	3,696,447.97
N. Carolina	1,709,333.90
N. Dakota	1,164,714.42
Ohio	2,823,004.05
Oklahoma	1,752,339.44
Oregon	1,182,563.90
Pennsylvania	3,398,953.97
Rhode Island	365,625.00
S. Carolina	1,061,237.34
S. Dakota	1,204,060.31
Tennessee	1,647,692.24
Texas	4,425,172.41
Utah	849,417.21
Vermont	365,625.00
Virginia	1,456,828.47
Washington	1,103,709.77
W. Virginia	802,359.77
Wisconsin	1,894,815.86
Wyoming	934,617.63

The funds are allocated on the willingness of the respective states to match the federal funds and on other considerations which prevent discrimination. The fact that a state is not listed in the above table for a larger allotment does not necessarily imply a lack of progressiveness. It may mean that the state has already constructed considerable mileage of hard surfaced roads.

With the roads, the fuel, and the tires in strong demand the automobile industry knows that a call is coming for more cars and trucks. What kind does Mr. Public want and for what purpose will he use them?

Here is where the manufacturer is asked to prophesy, and this he can do only by putting his ear to the ground:

The National Automobile Chamber of Commerce sent a post-card questionnaire this past season to 20,000 car owners. The replies indicated that endurance, economy, comfort and price were the determining factors in buying a car, in the order named. Every prospective purchaser, to be sure, has a certain sum which he can afford to pay for transportation, but within this range he does not let the difference of one or two hundred dollars sway him until the value of the product has been considered. The ability of a car to "stand up," its running cost, and its riding qualities are the important considerations.

The National Automobile Dealers Association also made a study of owners' desire. In the group whose testimony they secured, 20 percent were closed car purchasers. The average length of time they had held their cars before trading in was 28 months. Fifty percent of the buyers were influenced by the reputation of the local dealer and 77 percent by the standing of the manufacturer. Seventy-five percent said that price reductions had nothing to do with their purchases.

These two questionnaires give an idea of what Mr. Public may want. Does he desire more legroom, better upholstery, lighter frames, more accessories, open or closed bodies? Generally speaking, one may hazard that he wants solidity, simplicity, accessibility. The lower price cars reflect this tendency. The expensive automobiles are also in tune with the spirit of this present industrious period. The higher priced automobiles emphasise dignity and solid worth rather than display.

The Durant Plant

Tremendous Enthusiasm Shown By Everyone Connected With New Company

New York.—They are turning out 100 cars a day at the big Long Island City plant of the hustling Durant organisation. And just as fast as these cars roll out live dealers place them in the hands of owners. The whole thing is the result of unusually fine team work. Great energy has been developed because each member of the organisation has absolute faith in the quality of the product. Tremendous enthusiasm is shown from the lowliest sweeper to W. C. Durant himself. One who visits the plant is mightly impressed by the loyalty of the workmen and their determination to turn out a good job.

The place was humming when the writer visited it last week with W. C. Poertner, the metropolitan distributor who made record by developing an organisation of sixty dealers in a very few weeks and disposing of more than 400 of these cars.

In a year of startling events for the automobile industry none has been more spectacular than the rise of Durant Motors, Inc.

From the germ of an idea in the mind of one man to quantity production of a new automobile in less than twelve months is the new record established by this enterprise.

January, 1921, perhaps the worst month in the business depression period, saw the beginning of the new company. William C. Durant, a pioneer in the automotive field, decided that there was need for "just a real good car" to sell around $1,000. Toward this end he bent his energy and his seventeen years of experience in the automobile field. The first was to raise the necessary capital. A half million shares of no par stock was offered to a group of friends and it was overscribed within forty-eight hours. By the end of another three months four separate manufacturing companies had been organised in a similar manner.

The work of designing the new car was immediately started at the experimental department of the Long Island City plant. Experienced engineers pooled their knowledge and evolved the Durant car as it now exists. By July the first car was ready for inspection at the Long Island plant. There is no record of any other automobile company getting actual production in such a short time.

Surprising as was the mechanical aspect of the undertaking, it hardly surpasses the sales record. M. B. Leahy was appointed sales manager of the Durant Motor Company of New York, Inc., in May, 1921. A sales organisation was built up in less than two months, and on August 4, the first Durant car was placed on exhibition in New York city.

Contracts with dealers for sales territory started about September 1. By October 22 Mr. Leahy had signed contracts with deposits and shipping orders for 24,617 Durant four cylinder automobiles and 6,025 six cylinder cars, a total of 30,842 machines. Delivery from November 1, 1921, to July 31, 1922, was specified.

The volume of business represented by these sales was approximately $31,000,000. Yet it was negotiated from the Long Island office without the assistance of a single traveling representative. The total selling expense was $15,416.94, or an equivalent sales cost of one-twentieth of 1 percent.

In addition to the Long Island plant manufacturing centers were established at Muncie, Ind.; Lansing, Mich.; Toronto, Ontario and Oakland, Cal. By distributions from factories scattered all around the country, freight charges are to be materially lowered.

No less remarkable than the accomplishments at the Long Island City plant have been the achievements of Durant Motor Company of Michigan at Lansing, where in the course of seven months one of the finest automobile plants in the world, with a capacity of 250 cars a day, was erected, equipped and the first finished car turned out. The Lansing plant is now in quantity production.

Trainloads Sent To N. Y. Car Age

Kokomo (Ind.).—The Haynes Automobile Company of New York, Haynes distributor in New York city, broke all records for Haynes sales recently when it took its fourth solid trained shipment of 100 Haynes 55s and 75s, the new 1922 models.

The huge order was placed by E. W. Headington, president Haynes Automobile Company New York, who stated that in all likelihood he would order another trainload of Haynes cars shortly to meet the demand of Haynes purchasers during the closed-car selling season.

"THE CORRECT METHOD"

Learn the correct method of applying and dismounting pneumatic truck tires. Flap and tube should fit properly in casing and casing fit properly on a dented rusty or dirty rim.

25 MILES OF NEW ROADS OUT OF SHANGHAI.

Spring is in the country and the Call of the Road is not to be denied. Here is the routing of a new motor road the trip over which has been found so thrill-laden, so full of exuberance that we are sure you will want to try it.

Go over the Markham Road Bridge, turn right down Kung Ho Hsing Road and go straight out to Pan Poo Tah Zung and Liu Ho.

Be sure and not pick a wet day to motor out, the road is not quite finished, but on a fine day, the ride is just Glorious.

Some of our staff made the run last Sunday and were not bumped around too much but then

Perhaps that was because they were driving an Overland "Four".

THE CENTRAL GARAGE

Britain Leading In Motor Truck Hauling

Industry Represents Investment Of $550,000,000, Say U. S. Consular Reports

Motor truck transport in Great Britain has grown during the past five years to an investment of $550,000,000 in 3,000 lines, which, in 1921, carried 6,000,000 tons as auxiliary to the railways, as reported by the U. S. Department of Commerce based on statements by R. P. Skinner, United States Consul General at London, and by other agents of the department in Britain. The rate of growth of this character of transport is shown by the fact that in 1916 there were only 600 trucking lines.

Inasmuch as freight rates there are inclusive of truck haulage costs for collecting and delivering, the railway companies make an allowance of reduction from regular rates if the shipper or receiver maintain his own truck haulage system. The truck rates are based on an average of 14 cents per ton per mile for twelve miles, longer hauls yielding less per mile per ton and shorter hauls more.

MOSTLY PRIVATELY OWNED

Most of the truck lines are owned and operated by private companies or by individuals, although several railway companies maintain such service for haulage away from their lines. The reports say that increasing numbers of heavy shippers are establishing their own motor truck lines even for long distances, sometimes all the way across the Isles.

"Railway companies in Great Britain," Mr. Skinner writes, "are being offered serious competition by motor highway transport, which is making great headway and is viewed with considerable alarm by railway officials. High railway rates, an excellent system of highways and the release of large numbers of motor vehicles formerly used for military purposes, together with the men who drove them, all combined with a winter climate not unduly severe, serve to advance this competition.

"However, in some quarters its importance is thought to be overestimated, because motor traffic will ultimately be compelled to bear its proportion of taxes for maintenance of the highways; furthermore, doubts exist as to whether motor transport companies are setting aside proper sums for repair and renewal of vehicles.

"In the opinion of one authority collection and delivery service by railways in England is profitable if limited to the larger centers of population and within a radius of a mile or two of stations, but at smaller towns and in rural districts contracts for collection and delivery should be made with local agents."

DEMOUNTABLE BODIES

Mr. Skinner cites that one of the largest transport companies has developed the use of demountable truck bodies, having more than 400 in service, the advantage being that only 200 motor trucks need be maintained to keep the 400 demountable bodies in constant use, and delays of the motor truck for loading and unloading are obviated.

It has been admitted, since motor trucks came into general use in the United States, that they would eventually be taken into account basically in the further development of the national system of haulage. Many business concerns now employ motor trucks to haul between the district of the greater city here to outlying points in New England, upstate and into New Jersey and Pennsylvania, it having been proved that delays caused by railway terminal congestion often may be obviated only in that manner.

This relates to freight haulage. It is now admitted that considerable short-haul passenger traffic will be done by motor buses, and it has been estimated by experts that if there be proper financing and accounting, with allowance for depreciation and repairs, such passenger business for short hauls may be done economically, and in the long run relieve the railways of much train congestion in terminals.

A Few Pointers About Bearings

Keep Properly Adjusted And Lubricated Is Advice Of Expert

There are three types of bearings used on an automobile—plain, ball and roller—although these have many sub-divisions. The plain bearings are usually confined to the engine and are taken care of by the oiling system of the car. In case of trouble (lack of oil, seizing, burned out, knocking, etc.) an experienced repair man should be employed. Such bearings are difficult to reach, and the ordinary amateur is not skilled enough to take the engine apart and put it together again. Besides this a plain bearing is difficult to adjust. If it is set up too tight it will bind or burn out; if too loose it will knock; if not properly scraped it will wear rapidly. Hence, the need of a skilled man in all such work.

Ball and roller bearings are used at different points about the car, such as the wheels, etc., and these may be taken apart, cleaned and adjusted by the owner. But here we must distinguish two general types of bearings; some of them may be taken apart and others may not, without special apparatus; the latter type is not adjustable. Cone-shaped bearings, whether roller or ball, are adjustable. The careful driver will find out from his instruction book just where these are and try them occasionally, jack up the front wheels and try the wheel for side-play. If there is any looseness, make sure that it is not in the king bolt passing through the steering knuckle; do not condemn the wheel bearing if the knuckle bearing is at fault. If the wheel bearing is loose, do not be content to tighten it without inspection, as it may have a broken part. A bearing that runs any time loose is apt to break one or more of the balls or rollers and the broken pieces will grind around and do severe damage. So take the bearing apart and look it over. It may be cleaned with gasoline and a paint brush. If anything is broken it will sometimes necessitate changing the entire bearing. When tightening up the wheel do not set it up so tight that the wheel cannot move. The bearing should be so delicately adjusted that the weight of the value stem will bring it to the bottom.

There is a type of ball bearing which cannot be taken apart without an arbor press. To test this for wear, clean it thoroughly by soaking in kerosene or gasoline, and then place the fingers of one hand inside the bearing and revolve the outside upon it, feeling for grit of wear. Wash the grit out and then feel the bearing as just described for holes and low spots inside. Also tilt the inner part sideways to see if the balls are badly worn. With the proper apparatus the balls may be removed and new ones substituted, thus saving the cost of a new bearing.

The tapered roller bearing is adjustable, but the straight roller is not. These are very hard and wear but little. They are unusally found in the rear axles. They may be tested by jacking up the axle and trying the wheel. If it may be shaken up and down the rollers and axle are badly worn. This may be remedied by putting a thickened case around the bearing, which is cheaper than installing new ones.

All ball and roller bearings should be filled with graphite grease before replacing and this should be renewed from time to time, depending on the use of the car. Do not use a grease that will flow out on a hot day nor one so thick that it cannot flow. Some greases stick in the spaces between the rollers and so do no good. Experiment until you find one that gives you satisfaction.

EASIER STEERING

To permit easier steering, the front wheels of an automobile are "undergathered," or narrower at the top.

Aviation Tests Car In Wilds

San Francisco.—Roland Rohlfs, noted aviator, who represented America in the International Gordon-Bennett Races in San Francisco and who gained world-wide feme at one time as the breaker of the world's altitude record, recently drove a Franklin Sedan through the wildest and most unexplorable parts of Utah, Arizona, California and New Mexico, according to G. A. Boyer of the Franklin Motor company, Franklin distributors.

"At the conclusion of this trip," says Boyer, "while at the factory for a new touring limousine, one of Franklin's latest body designs, Rohlfs told of a few incidents of what was probably one of the severest trips any automobile was ever called upon to undertake.

"It was not due to the persistent effort of any salesman that Rohlfs became a Franklin owner. Possessed of a wide knowledge of automotive mechanics by reason of his experience as an aviator, Rohlfs inspected every high-grade car on the market and found Franklin construction in accordance with his ideas of what a real motor car should be. The experiences which he went through on his western trip provided a most strenuous and unusual test of the car's capabilities.

"With the idea of taking up a rancher's life, he proceeded to explore some of the wildest and least developed parts of this country. He forded mountain torrents, to attempt to cross which even natives dubbed as foolhardy. He penetrated forests where he was forced at times to construct his own log roads in order to get through. He traversed deserts where there was oftentimes a day's journey intervening between signs of human habitation and he frequently aided other motorists broken down in the midst of the cactus-dotted wastes, some of whom had been stranded for days, while waiting to get a message through to the nearest repair or blacksmith shop.

"A broken spring was the only occasion for repair that Rohlfs reports.

"After driving a Franklin 50,000 miles under practically every kind of road condition, Rohlfs expresses the opinion that the average speed of an automobile is regulated by the comfort of the passengers and not by the horsepower."

A Strenuous Test

The wonderful reliability of the modern car was demonstrated in the 646 mile sealed bonnet competition from Paris to Nice, organised by the Automobile Club of Nice. Competitors in this event had practically every organ of their cars sealed up, and in addition seals were placed on the bonnet, it thus being necessary to make the run to Nice without doing anything on the car other than filling up with petrol and oil. The stages were Lyons, Marseilles and Nice, with a day's halt at each of the former towns, during which the cars were kept under official control.

Of the 16 starters, comprising all types of cars, one fell out on the first stage, another met with an accident on the last stage, two others had to break their seals and were penalised and 12 checked in at Nice with perfect scores. The successful machines comprised a team of three 10 h.p. standard four passenger Fiats, driven by Rouillard, Bradly, and Mouzin, a Vermorel, De Dion Bouton, Itala, Cadillac, two Voisins, a Peugeot, Farman and a Lancia.

The cars having reached Nice without any loss of points will take part in a series of events extending over a couple of weeks and comprising a four-mile hill climb up the Turbie, speed on the level, braking, steering and slow running.

AVOID SPINNING WHEELS

When driving through muddy spots or a bad hole, always remember the slower the wheels turn the better the chance the car has of gripping the surface.

HOW TO MAKE TIRE REPAIRS ON THE ROAD

Making a tire repair on the road has become a very simple operation in recent years. Such repairs have to be made only at rare intervals nowadays because tires are so much better that they seldom break down, and roads are so much better that the danger of punctures and blow-outs is greatly diminished.

The development of materials which make the repairing operation a very simple matter has eliminated most of the discomfort of making an emergency repair on the road, and the number of these materials has been reduced to such an extnt that about all a motorist need carry in his tool box for tire troubles is a cold patch kit for inner tube repairs, some blow-out patches for repairs to casings, some tire tape and a heal-a-cut outfit for filling up bad cuts in the surface of the casing.

With a cold patch kit, says a bulletin of the United States Tire Company, an inner tube can be permanently repaired in a few minutes without the application of heat. This means a big saving in time and bother, as everyone knows who has vulcanised a patch to a tube. The cold patch kit consists of a small tin can containing a metal buffer for roughening the surface of the tube around the hole or slit, a tube of cement and a sheet of rubber. A patch of sufficient size is cut from the sheet or rubber and cemented over the bad spot. After the cement has had a few minutes to dry the tube is ready for use again. The secret is in the patch itself, a special treatment making the application of heat unnecessary.

Making a permanent repair in a casing is a much different matter and one which cannot be accomplished on the road. This is a job for the repairman. All that a driver can hope to do, when a casing blows out and he has no spare, is to make a temporary repair that will enable him to finish his journey. He will find his best friend for this purpose in a never-creep blow-out patch. This is a strong flexible patch that fits inside the casing, giving full protection to the tube. On each side is a flap that can be locked between the bead and the rim to keep the patch from creeping away from the injured spot.

Tire tape ought always to form a part of a car's emergency equipment because of the many ways in which it is useful in case of trouble. The fourth necessary item, heal-a-cut, is a soft tire dough which is used to fill up cuts in the surface of the casing. If used in time it will prolong the life of casings that have suffered bad cuts.

GIVE ADVICE ON CORRECT TRUCK TIRES

Truck users are coming to realise that tires have a very important part in successful truck operation, and that the tires are a separate problem from the truck itself.

It has been hard to get sound advice regarding tires. It has not always been easy for a tire manufacturer to advise the use of some kind of equipment which he did not himself manufacture.

Take, for instance, the subject of pneumatic truck tires. The advice regarding the use of these tires has been both confusing and incorrect in nearly all cases. Many a truck owner has learned by expensive experience that the pneumatic has a clearly prescribed field, and that the use of pneumatics outside this field means the waste of money.

As much money is wasted today on wrong tires as on poor ones, some truck owners wonder why their tire bills are so high while others are moderate. The answer is to be found in many cases in the fact that the wrong type or the wrong size of tires has been selected.

No truck owner needs to be told that the problem is a real one. The uses to which trucks are put are so varied and the types and sizes of tires are so numerous that it is a very easy matter to select the wrong tire for some particular kind of haulage.

In the interest of greater economy, the United States Tire Company has established a Technical Service Department, made up of tire engineers, which will give impartial, disinterested advice to everybody engaged in truck operation. A full statement of any tire problem from any truck operator in the world will bring a detailed reply from the Department giving the latest scientific information on the points involved. Making a complete line of tires, the company need favor no type above another. As the largest rubber company in the world it has a large staff of chemical and engineering experts which is made available to the truck operator through the Technical Service Department.

"We intend that the Technical Service Department shall be used freely by every person who owns a truck," says C. K. Whidden, manager of truck tire sales of the United States Tire Company. "Whether an owner is a patron or not makes no difference, all our facilities for correct information are at his disposal.

"If some large user has a number of hard knots for solution, we will be glad to have an experienced engineer visit him for several days if necessary in order that his problems may be satisfactorily solved."

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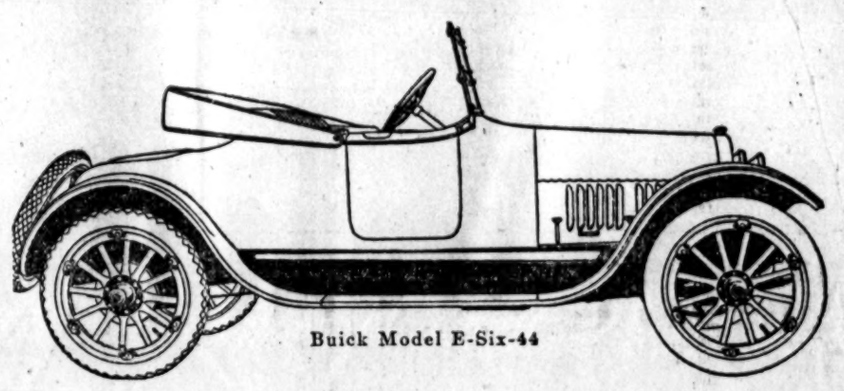

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THE BUICK-FOUR

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Buick Leads. Drop in and let us show you all about Buick and give you a demonstration of the car.

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The Romance Of Rubber

A Brief History Of The Art Of Tire Building, Showing How Manufacturers Have Met The Needs Of The Buying Public

BY W. S. CAMPBELL
(In The Motor)

The story of rubber is replete with romance. The past decade has been crowded with new and revolutionary theories. Ten years ago, the average mileage approximated 2,500 miles and the driver who got 2,500 was the exception. Today, six to eight thousand miles is the average for fabric tires and ten to twelve thousand miles for cords. Freak tires run many times these amounts, oftentimes above 50,000 miles.

Uninterrupted service from tires was unheard of then. The motorist started out with fear and trembling lest his tires should blow out before he got home. Yet today, so sturdy and dependable is pneumatic tire equipment that the owner rarely thinks of his casings.

In this romance of tire making, Akron has played a part of tremendous significance as the rubber city. Some days the city has looked like a foreign port. Incoming trains have disgorged buyers from all parts of the world. Rubber growers from the Malay peninsula, cotton planters from the south, steamship operators, government representatives, men with patents and ideas from the world over have come, lured by the magic of the rubber city. Rubber workers of many nationalities crowded the city, finding in it opportunity.

In this ten-year period, great discoveries have followed fast upon one another. Experimental laboratories costing fortunes have striven to better the construction of each individual company's tire, to lessen its cost per mile. Used tires were collected from all parts of the world and torn down to find weaknesses and better ways to build them. Some were domestic tires and others foreign. Great fleets of cars for testing were maintained. Cars and tires were run their limit in a few months, often making 360 miles each twenty-four hours, week in and week out; 160 miles in twelve hours for a single driver was a regular schedule. Every device was utilised to make the test quick and sure.

It was with the development of the straight-side casing of 1911 that the modern tire began to come into its own. The mechanical bead has not only largely eliminated rim cutting, but made it possible to quickly and easily change a tire. Contemporaneous with the perfecting of the straight-side came the demountable rim which still further reduced the inconveniences of motorists.

The next high point was the general adoption of the cord tire in 1915. Its increasing perfection has been the wonder of those in touch with the industry. The first cords were made with a series of ropes that have since been discarded in favor of small finely twisted and very strong strands with piano wire strength. The heavy duty tire of the last five years was a natural outgrowth. Today truck owners, even for loads of 3½ tons, place entire confidence in them.

Hand in hand with these developments have been chemical and engineering discoveries. Organic accelerators in curing and compounding have given elasticity, resiliency and longevity. Lamp black as a pigment has increased wearing qualities. Other compounds have given density, recovery, non-porosity and resistance.

The planning and coming into bearing of great rubber plantations have given a more uniform, a cheaper, and an abundant supply of crude rubber. This has made possible the gigantic expansion of the industry and has played its part in reducing costs and in making possible the building of more uniform rubber products.

Great cotton plantations began to produce on a commercial scale a cotton whose fibre is in every equal to the famous long staple sea-island cotton of earlier days. Tire fabric mills began to cater to the demands of the industry so that it was no longer necessary to depend, as in the earlier days, upon canvas in building the carcass of the tire.

Standardisation of tire sizes brought great changes. As many as 110 sizes of molds were discarded by tire manufacturers striving to standardise their product, and to make possible volume production at minimum cost. The tire building machine and the perfection of the modern calendar are also among the developments of this period.

During all of this time, attempts were made to produce a puncture-proof tire as well as semi-solid types. Hundreds and even thousands of tests were made and out of the failure of these came ideas that are used to advantage in building the tires of today. Great factories, each planned with a view to enormous future production, sprang up in many parts of the country, though the center of the industry industry still remained in the rubber city. Millions of dollars have poured into the business, and millions gotten out of it. Hundreds of thousands of workmen find in it their livelihood.

All of this time there was a constant and insistent demand for cheaper and cheaper mileage. Makers strove with one another to decrease the cost per mile. More and more service was built into a product. And then it came to pass that another great link was forged in the chain—the tire repair and vulcanising business.

At first these were chaotic. There was no accepted practice and each man did what he thought best. It was not long, however, before great schools came into being. Thousands of graduates, certified as expert tire repair men have been trained for the business. The vulcanizer of earlier days, depending on slip-shod and unscientific methods, has been gradually crowded out. Motorists who had come to believe that tire repairing did not pay in mileage obtained, were convinced to the contrary.

Thus, tire repairing developed as an important part of the industry. Retreads made worn out tires good, and this again cheapened mileage. Then came the gyp who offered a cheap tire and one of better appearance than the repaired and retreaded jobs being furnished. It was some time before the motoring public realised that to obtain real tire service it was safest and cheapest to use standard makes.

The great tire manufacturing companies had meantime built up huge sales and distributing organisations. Salesmen, trained in the accepted practice, sold their tires through agencies in every city and town throughout the country. The old bicycle shop of earlier days had become the motor-cycle shop and garage. Here was a good market for tires. It was also found profitable to handle tires separately, and so came into existence tens of thousands of retail tire dealers.

Today rubber is popularly recognised as one of the greatest industries of the nation. There are some who prophesy that we shall have a rubber age as we have had a steel age. Already there are many hundreds of uses for rubber, and one may look for thousands of others in the future. Only recently men's trouser belts have made their appearance as rubber products. Soles and heels of shoes have long been worn. Fan belts, mechanical goods of all descriptions, suit cases, bags, and druggists' sundries are but a few of the uses to which rubber is now being put. It may well be that the future will give us rubber paved roads. Already the heavy duty pneumatic has made possible the operation of great passenger busses carrying millions. Tires continue to hold first place by far.

During the recent world war the great rubber companies played a most important part. Passenger, airplane and truck tires, rubberised covers, hose, surgeons' supplies and gas masks were but a few of the articles manufactured. In the sick room and hospital, rubber sundries are of first importance. There is not a motor car manufactured that is not dependent in certain of its parts upon rubber. Thus, the whole world pays tribute to the industry of Akron.

It is not to be supposed, however, that so gigantic a transformation in so great and rapidly growing an industry should take place within a single decade without abuses growing up. Chief among these has been the mileage guarantee. The correction of this menace to the industry through the adoption of the Manufacturers' Standard Warranty is the latest in the vast procession of significant events in ten years of tire making.

Canadian Record

Studebaker Sets New Mark In Run Between Toronto And Kingston

Breaking a record established by a professional road racer in 1917, a Studebaker Light-Six automobile driven by Leonard and Wesley Train set a new speed record between Toronto and Kingston, Ontario, Canada, by covering the 163.5 miles (261.6 Kilometers) between these two points in exactly 3 hours and 45 minutes. This time is 59 minutes faster than the schedule of the International Limited, the fastest railroad train running between these two cities. The average speed of the Light-Six was approximately 47 miles per hour (75.2 kilometers per hour).

The Light-Six, which was a stock model and did not differ from any car of its design save in that the hood had been removed, left Main Street and Kingston Road in Toronto at 4:30 a.m. July 22, arriving in Kingston at 8:15 a.m.—three and three-quarter hours later. The record was accomplished despite the fact that the first hour of driving was done in darkness, and that considerable bad roadway was encountered for the first 40 miles (64 kilometers) of the run.

The drivers immediately returned to Toronto, making the return trip over the same road in 3 hours and 46 minutes. While this time was one minute slower than the trip from Toronto to Kingston, the running time of the Light-Six on the return was actually faster than the first half of their run, for a tyre blew out as it was speeding over a rough stretch of road near Toronto, and a stop of several minutes was necessitated in order to replace it by a spare.

At the conclusion of the run, totalling 327 miles (523.2 kilometers), over which the car had been given the most gruelling punishment in order that the drivers might accomplish the objective they set out for, the Light-Six was thoroughly examined; every mechanical part revealed the most perfect condition. The record just achieved by the Studebaker Light-Six is the second it has won in Canada during the past few months. Only recently it beat the fastest Canadian Pacific Railroad train between Moncton and St. John, N.B., by a wide margin of time. Prior to that time, the Light-Six created much attention in the United States by having broken five records in California within a period of ten weeks.

Next To Ford

Dodge Brothers Rank Second In America Productio During 1921

"Dodge Brothers ranked next to Ford in 1921 in number of cars manufactured," declares Harold McAlister, advertising manager for Dodge Brothers motor cars in San Francisco. "This is the second consecutive year," said McAlister, "that Dodge Brothers' production has been equaled only by the car manufactured by the Dearborn publicist, and it is a splendid tribute to the wonderful organisation left by Dodge Brothers to direct the destinies of their car. In spite of the fact that Dodge Brothers build only one chassis, they manufactured more than 12,000 more cars in 1921 than any other factory, with one exception.

"Considering that production was down to only 3,000 cars in the first quarter of 1921, the wonderful comeback staged by Dodge Brothers last year is made apparent. There were 66,019 Dodge Brothers cars manufactured during the last six months of 1921, compared with 26,457 cars the first half of the year.

"An average of more than 11,000 Dodge Brothers cars were turned out every month from July 1 to December 31 of 1921, or a gain of more than 150 percent over the first half of the year. Dodge Brothers are now experiencing the greatest demand for their car in their history. At the rate retail deliveries were made during the past month in the United States, more than 200,000 cars will be necessary to fill all the orders for 1922."

VALVE SLEEVE

The valve sleeve, supplied with some tires and rims, is designed to prevent moisture from entering the tire through the valve opening of the rim. The sleeve also excludes dust and grit from the tire and tends to prevent the tire from being thrown from the rim in case of a blowout or other difficulties which may occur when the car is in motion.

Dodge Expects Heavy Demand For Closed Cars

Detroit, Mich.—A definite expectation of an unusually heavy demand for the sedan and coupe throughout the year is indicated by Dodge Brothers' recent completion of an immense new closed body plant. The production capacity is said to have been practically doubled and dealers are being assured that the factory will do its utmost to keep apace with the usual rush of spring and summer orders.

Despite the most strenuous efforts, such as a greatly enlarged working force and long night shifts, it was impossible to catch up with the demand for several months after the improved type of sedan and coupe made their appearance last fall. From this enthusiastic reception of the improved cars it was evident that much greater facilities would be required, with the natural result that the new closed body plant was hurried to completion in ample time to meet the combined emergency brought about by spring and a sharp price reduction.

With the straight sweeping body lines, disc wheels and custom windows in the improved sedan, Dodge Brothers seem to have considered the motorist's every desire in design and in comfort features. Cleanly chiseled body lines, which flow squarely backward from the cowl, strike the observer with their simple beauty. The windows are square cut in design and further enhance the straight, graceful silhouette of the body. Considerably lower, the whole ensemble in its outward appearance immediately impresses one with its dignity and harmony of design.

"GASSING" BATTERY

Gassing of a storage battery is caused by passing electric current into it at too high a rate when the battery is in fully or nearly charged condition. When in this condition the plates will not receive current excepting at a very slow rate, excess current going to form gas. Gassing is injurious to the battery if excessive, as the plates are liable to injury and the battery will overheat. This is possible even in cold weather.

New Durant Car Has Ample Power

Seattle—Climbing Queen Anne counter balance hill in high gear and, with one passenger and the driver, topping it at eighteen miles an hour and with the driver alone at twenty-four miles an hour—that is the decidedly unusual feat accomplished by a Durant Four driven by Fred Hahn, manager of the service and shop departments of the Dulmage Motors Company.

Ever since the first Durants reached Seattle Dulmage's salesmen have been telling him that the handsome little car had a whole lot more power than was implied in the Durant slogan: "Just a real good car." But Dulmage carried conservativeness too far in his modest claims for the car. He didn't want to claim that a low priced four-cylinder car would do the "stunts" that taxed even the high-priced car with much more powerful motors.

But his salesmen knew the car had the power, so Hahn and some of the boys went out and pulled up the hill that has proved the Waterloo of so many motorists.

The Durant hit the foot of the hill at forty-three miles an hour and with no perceptible effort climbed up, topping the hill at eighteen. Then Hahn drove down alone and came up again and on the second time topped the rise at twenty-four.

VALVES AND COMPRESSION

Improper valve clearance at tappet ends will cause loss of power in the engine. If there is no clearance between value stems and push rods there will be a tendency for the valves to remain open just enough to lose compressions in the cylinders, especially when the engine is fully warmed and the stems have expanded. If too much clearance it will cause clicking noises every time the valves are opened. They will not open as far as intended, the burned gases cannot all escape and full charges of fuel cannot be drawn into cylinders, resulting in sluggishness in engine operation.

THE "CHAR-A-BANC"

In England the "char-a-banc," or motor bus, is taking the place of the low-priced automobile for many people of average means.

Prices Below Pre-War Level
40% Discount off List Prices

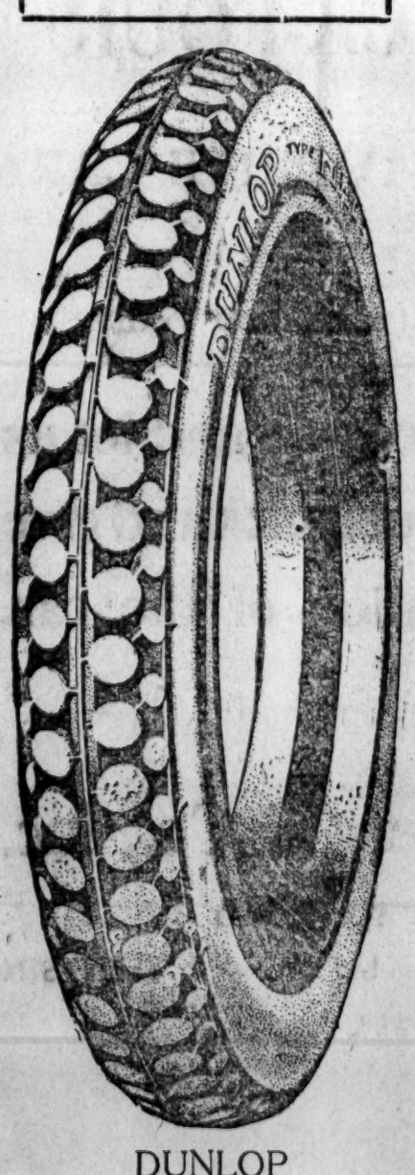
A Few Facts Pointing to The Overwhelming Popularity of Dunlop Tyres

1) At the recent Shanghai Automobile Show 36% of the Cars exhibited were fitted with Dunlop Tyres. The remainder were divided up amongst 12 other makes.

2) The various Municipal Departments, Tramways, and Public Service Companies almost entirely use Dunlops.

3) No fewer than *26 Garages in Shanghai fit Dunlops to their Hire cars* a sure sign that Dunlops give utmost value, as the prime factors in operating a Hire Service is low running cost.

4) And the private owner follows the lead safe in the knowledge that he is obtaining the utmost tyre value.



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D U N L O P

Increasing Car Life By Proper Lubrication

Simple Instructions That Should Be Followed To Obtain Better Performance And A Lower Cost Of Operation

BY R. HELPHENSTINE, JR.

Longevity in the motor car will be found in the lowly oil can and grease gun. It is a well recognised fact that the majority of troubles, particularly those that push the car on toward the junk dealer, are due to inadequate lubrication. Shortened life may be due to defective material, but such instances are not common. Frequently it is blamed on hard usage, delayed adjustments, or several other factors that serve as excuses. For the most part, the real cause is improper or insufficient lubrication.

Perfect lubrication consists of the maintenance of an oil film between wearing surfaces to permit of free sliding of the parts. Where lubrication is insufficient or lacking altogether, friction takes place, and friction is only another name for wear. The oil film is, in reality, an insulator between wearing surfaces, and on it these surfaces slide.

You have no doubt been to a moving picture show when what is known to the movie world as a "close up" is shown on the screen. This consists of a film taken with the camera placed close to the subject's face. Every imperfection is clearly shown. The pores of the skin appear as large holes, and a two days' growth of beard looks like a wheat field. The same irregularities are clearly visible in any metal part of a motor car under a microscope. The surface of a piece of metal that feels as smooth as glass will show under a high-powered lens, cavities and ridges, sharp-pointed projections and numerous other depressions or protuberances. When two such pieces of metal slide one over the other without a film of oil between, the tiny points and projections are bent or broken and new cavities and ridges are formed until finally the surfaces are utterly ruined. If, through the lack of an oil film, or because of an oil film which lacks sufficient viscosity, two surfaces are allowed to rub together, even for a short time, serious damage is likely to result.

An automobile instruction book will recommend a very thin and highly refined oil for the generator, a heavy steam engine oil for the transmission and differential, and a light, medium or stiff grease for spring shackles, etc. The reason for this is that the conditions as they exist in these various car units are widely different. The main object of the lubricant is to hold two wearing surfaces apart, but it can be readily seen that an oil or grease which possesses sufficent viscosity for one purpose would be entirely unsuited for another where heat conditions and the pressure on wearing surfaces is greater. For this reason, care in the selection and use of lubricants for the motor car is essential.

The matter of proper oil and greases for automobile lubrication is given exhaustive study in the research laboratories of car manufacturers and, in their selection, allowance is usually made for thinning due to adverse conditions in the operation of the car. It must always be borne in mind, however, that the lubricant employed must have sufficient viscosity to hold the bearing surfaces apart, without regard to the heat that may exist under maximum loads or speeds.

Do not wait until the springs begin to squeak or the gearset begins to grind before applying the lubricant needed. Arrange a lubrication schedule and be consistent in carrying it out, and there will be no squeaks or other noises due to the lack of a little grease or oil. Usually the instruction book that comes with the car contains an oiling diagram and indicates the kind of lubricant that the various parts require and when it should be applied. Careful adherence to the instructions given in this diagram means added life to the car and a minimum of expense arising from the replacement of parts worn out because of the absence of the all important oil film.

When we stop to think of the terrific heat that is generated within the engine at high speed it almost surpasses human understanding as to how it is possible to lubricate the almost red hot moving parts. The fact, however, that it is done thousands of times each day all over the country is evidence that it is possible, and the answer is the same old oil film supplied from the lubricant in the crankcase.

Engine oiling is the most important item in automobile lubrication. The cylinders house the pistons, and the combination of the two constitute the motive force of the car. Their successful and continued operation is assured only when they are separated from each other by an adequate oil film. Reduction in the quantity or quality of this oil film means friction or wear, resulting in worn bearings, cylinders, pistons, rings and wrist pins. The lower the supply of oil, the greater the wear and heat. If the lubricant is entirely lacking, it is only a matter of a short time, often measured in minutes, when the engine will get so intensely hot as to freeze the pistons, or, in other words, they will become welded to the cylinder walls. Hence, the necessity of inspecting the supply of oil in the crankcase every day. Practically every car is equipped with an oil gauge, either on the dash or the engine and a great many of these gauges are so arranged that, although the indicator may register "empty," there is still a sufficient suply of oil remaining to maintain the oil film between the pistons and cylinder walls for a short time.

Certain chemical changes take place in the oil in an automobile engine, which cause it in time to lose its lubricating properties. It is further thinned by unburnt gasoline and water vapor that condense and slip past the rings into the crankcase. Thus through continued use, cylinder oil loses its viscosity, and for this reason it is necessary to change it about every 500 to 700 miles. Some owners flush the crankcase with kerosene so as to wash out dirt and sediment that may have collected in the oil pan. This is an ineffective method. The better plan is to remove the oil pan, for that is the only way real cleaning may be accomplished. Some lubricating stations use one quart of fresh oil to wash out the crankcase if the owner does not want the pan removed. If kerosene is used, do not operate the engine and so distribute the kerosene, for it is almost impossible to remove all of it, and what does remain simply dilutes the fresh oil.

When engines are of the overhead valve type and are equipped with rocker arms, these arms should be lubricated with a few drops of cylinder oil from the oil can once each day. Some engines of this type are supplied with an automatic oil feed to these parts, in which case they require no attention in the way of lubrication.

In most cars that are being built today the steering gears are enclosed in a housing, and if this is kept full of grease, trouble from this source will rarely arise.

Every time the car starts off and is carried from low to intermediate and finally into high speed, the gearset or transmission functions three times. Since this is done many times in a single day, and in the case of beginners and inexperienced drivers is usually accompanied by clashing of gears, it can well be appreciated what hard usage the gearset is subjected to. The conditions here are different from those in the motor. Noise and wear are the principal items to be guarded against, and in order to reduce them to a minimum, the gearset is enclosed in a case which is always kept partially filled with lubricant. Oil for use in the transmission case should be of sufficient body so as not to splash away from the gears as they revolve, but to cling closely to them. This furnishes the substantial oil film needed to eliminate the wear and noise. Although some motorists use a mixture of graphite and oil in the form of a sticky fluid for this purpose, the majority find that a heavy steam cylinder oil that goes by the name of 600-W is especially satisfactory. This oil is produced by most manufacturers of lubricants. There also are a number of special gear compounds which are very satisfactory. Since the gearset is subject to extremely heavy service and considerable wear, small particles of metal in time chip off the gears and accumulate in the transmission case. These are carried around with the oil when the car is in motion and create additional abrasion. Hence it is essential that the transmission case be drained, washed out with kerosene, and refilled with clean oil at least twice each year.

The differential also comes in for considerable heavy duty, and the conditions that exist here are the same as those in the transmission. The instructions given above for the transmission should be followed in caring for the differential. In filling any housing, care should be exercised so as not to put in an excess of oil, or in the case of the rear axle it will feed along the axle tubes and deposit on the brakes.

A pressure lubricator or special grease cups are used generally for bearings such as spring shackles, wheel spindles, drag links, tie rods, and similar wearing surfaces. On some cars oil cups are used. The high pressure grease system is highly desirable for the reason that it requires much less work, is cleaner to handle, and is positive in its action. No matter which method is employed the object is the same. Where the car is equipped with grease cups, these should first be carefully wiped off to free them of accumulated mud and grit and then turned down as far as they will go to force out the old grease. They should then be refilled and turned down again a part of the way. No matter which system the car is equipped with, this part of the oiling program should be attended to at least twice each week. In fact, once each day for steering knuckles would not be too often.

The functions of the springs of an automobile are manifold. This perhaps applies more particularly to the rear springs, which not only take up the rear axle torque but also the propelling effort of the car. In addition both sets ease the car over rough places and otherwise relieve it and its occupants from innumerable road shocks. Springs perform their duties most efficiently when the leaves slip easily one upon the other while under compression, and this is possible only when they are well oiled. This brings us back again to that same old oil film. Efficient spring lubrication minimises leaf breakage, eliminates squeaks, and as mentioned above adds materially to the riding comfort of the car.

Authorities differ in the matter of the proper method to be followed in the lubrication of springs. Some claim that the leaves should be separated and a thin layer of flake graphite inserted between each. Others feel that if the accumulated road dirt is removed and the springs carefully wiped off with gasoline then all that is necessary is to brush each side well with a mixture of one part of kerosene and two parts of cylinder oil. The kerosene eventually evaporates and leaves the heavier cylinder oil in between the leaves. Perhaps the best practice is to equip the car with a set of boots, which cover the springs from end to end.

Each exposed part of the clutch assembly that requires oil should be lubricated as should also the service brake and accelerator pedals, the hand brake, and similar parts that are in constant use. Clevis pins in the ends of brake rod or cable connections and other units of the brake mechanism at the drums should be oiled once a week, first cleaning off the incrusted road dirt in order to keep it from working into the bearing surfaces.

Some cars are equipped with fabbric universal joints that need no lubricant. In others these joints are of metal and require packing with grease at least once every month. Universal joints are subjected to severe strain at all times and because they are usually hard to get at are liable to be overlooked or neglected.

The generator, the electrical power plant of the motor car, also requires oil. Its lubrication demands, however, are modest, a few drops of high grade sewing machine oil every two weeks being sufficient to insure its good and efficient behavior. The lack of these few drops though may result in a burnt out armature and entail heavy expense to the car owner who fails to provide them.

Oil is needed too in the starting motor. Some types require only a few drops, the same as the generator, while others, especially those equipped with chain drive, need a small quantity of as heavy a lubricant as 600-W or transmission oil, injected in the housing containing the small spur gears.—*Motor.*

AMERICA LOOKS FOR BIG YEAR OF GOOD ROADS

From reports recently received by the American Highway Educational Bureau of Washington from many State Highway Departments, a new record is likely to be made this year in reducing the gap between capital invested in motor vehicles and the amount invested in substantial highways. In this gap it appears millions of dollars are being wasted in the continual maintenance of unsubstantial road surfaces under the terrific impact of an increasing number of motor vehicles.

Among the States seeking to eliminate excessive maintenance Pennsylvania assumes a foremost position. On Feb. 23, bids were opened at Harrisburg for new construction on State projects in fourteen counties. In twelve of these counties reinforced concrete is called for in the specifications. In the two remaining counties concrete foundations are specified with either bituminous or concrete wearing surfaces.

On March 1 fourteen more State projects started, eleven of which call for reinforced concrete, and three either a bituminous or concrete wearing surface on a concrete foundation.

New Jersey called for reinforced concrete on one State highway route on Feb. 15, and calls are out for similar construction on another State project.

The policy of substantial construction as the only certain method by which highway funds may be used to the permanent benefit of taxpayers, and motor vehicle owners who are contributing to road construction in license fees, appears to be spreading throughout the country. More than ever, says the bureau, the road-using public seems less inclined to take general road construction reports at their face value. Mere boasts as to mileage constructed are beginning to count for nothing unless that mileage means that real roads have been built—roads that will last. Simply reshaping a road or shoveling material back into place after it has been loosened by traffic has come to mean nothing to the taxpayer beyond revealing the fact that continuous performance in highway repairs is as ludicrous as it is expensive.

In Ohio, where the State Highway Department has inaugurated a policy of substantial construction on main routes to insure safe investment of highway funds great progress is being made.

Some attempts have been made in Ohio, as in other States, to check the program for substantial roads by issuing cost comparisons to show that road building is far from the pre-war level. In these comparisons it is noted that neither width, thickness nor drainage is taken into account, the result being half truths of a character not designed to convey correct information to the taxpaying and road using public.

The bureau's statement adds that a feature of marked significance, as States are about to enter into construction for the new season, and one which bodes well for the taxpaying public, appears to be exemplified in an inclination on the part of highway officials to seek public approval by paying more heed to good construction and less heed to ill-informed political advice of the vote-catching type.

4,800 Road Signs

More than 4,800 signs were erected during the last year by the Automobile Club of Western Washington, according to the report of Manager Douglas Shelor, covering the club's activities. A total of $5,935 was spent by the club's sign marking department in erecting these highway signs.

The club reported a net gain of 698 members during the year, there now being 5,781 members in the organisation. The report also outlined a plan for an insurance department, which will afford a big saving to members. Manager Shelor said in his report:

"Out of the readjustment period the Automobile Club of Western Washington has emerged with a larger membership than it had at the close of business October 31, 1920; it has more than doubled its service to members and the visiting motorist; it has marked more miles of state roads than in any previous year it has corrected and added to its map service by personally covering more than 5,000 miles of state roads; and in addition to this has taken active part in every movement for the bettering of the road system, safety campaign, bridge, camp signs, dedication of the Peace Portal, preserving timber and scenic resources, traffic regulating and all movements affecting the automobile owner."

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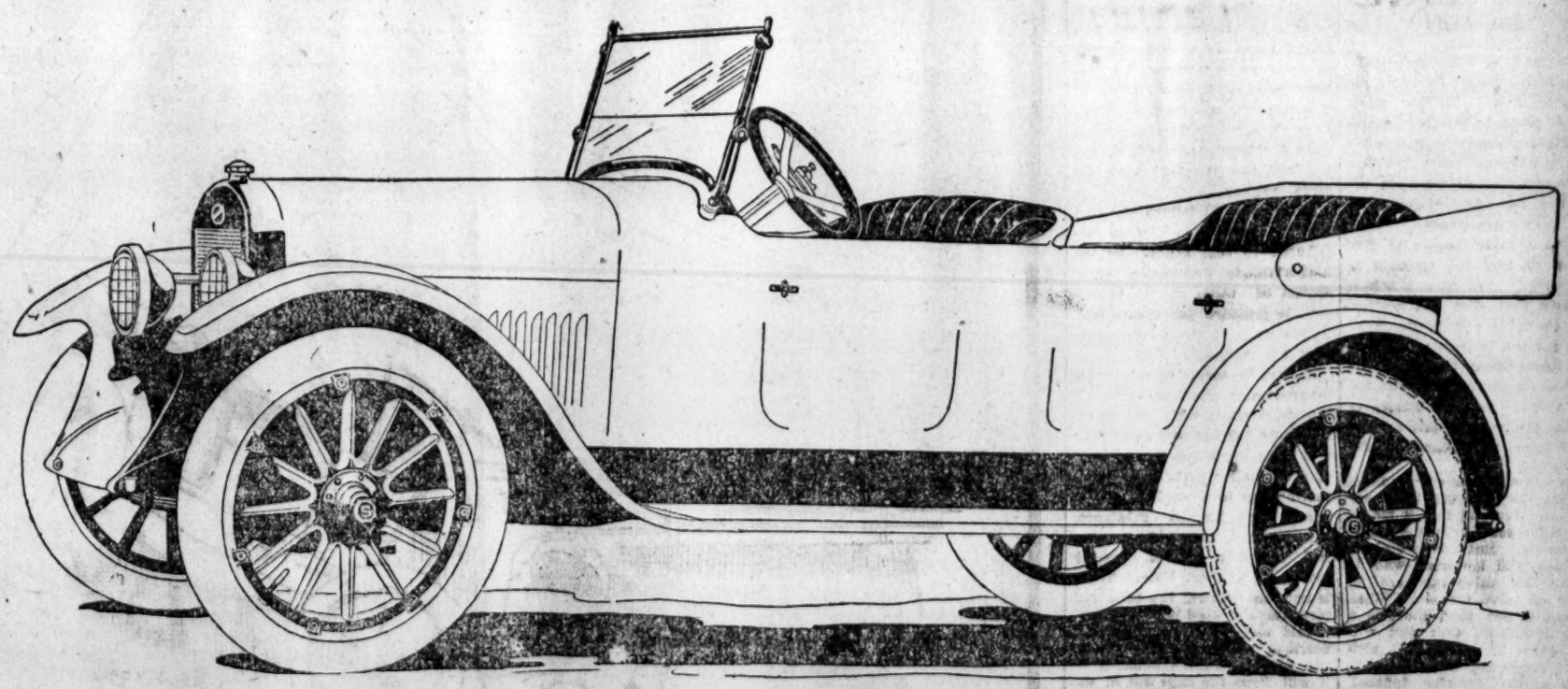

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The Automobile Speaks

It Tells You What It Is, What It Requires And It Asks To Be Treated Fairly

BY F. C. GUERRLICH

Sulphuric acid is much heavier than is water, and so a solution of sulphuric acid and water (as the electrolyte) will be heavier than water, and the greater the proportion of acid to water the heavier will be the solution.

When the electrolyte is first poured into the battery much of the sulphuric acid will be absorbed by the plates, and so the electrolyte becomes lighter in weight, the proportion of acid to water becoming less. As the battery is charged, however, the sulphuric acid is thrown out of the plates and into the electrolyte again, thus making the electrolyte heavier. As the battery is discharged the acid will again be absorbed and the electrolyte become lighter.

Here, then, is a way in which to see how well charged the battery is, namely, by weighing the electrolyte.

The best way to weigh the electrolyte is by means of a hydrometer. This is a glass tube made air tight, having some lead shot as weight in the bottom, and having a scale of numbers in the top.

The hydrometer is so weighted and proportioned that when placed in pure water it will sink to such a depth as to have the top of the water come to the 1,000 mark on the scale. The very top is the 1,000 mark of many hydrometers. If placed in a liquid heavier than water it will not sink so far, and the number to which the top of the liquid comes will give the weight of the liquid as compared to the weight of water.

So, then, to test a battery to see how the charge is, draw out some of the electrolyte and place into it a hydrometer. When the reading is:

1,275 to 1,300 battery is fully charged.

1,260 battery is three-fourth charged.

1,210 battery is one-half charged.

1,160 battery is one-fourth charged.

1,120 battery is discharged.

A special hydrometer syringe with which the electrolyte can be drawn out of the battery, and also containing the hydrometer, can be purchased at any accessory store, and will prove a handy device to have.

While you can test a battery of dry cells with an ammeter, you cannot do this in the case of a storage battery. In the first case the amperage is seldom over 22, while in the second case it will be so high as to burn out the instrument, there not being enough resistance.

The water of the electrolyte constantly decomposes and disappears in the form of a gas. For this reason, about once a week, you should fill the battery with distilled (not filtered) water. The hydrometer syringe referred to above is an excellent device for doing this. Filling with distilled water is extremely important if the battery is to have a long and efficient life.

Do not attempt to test the battery after filling with water.

Never put acid into the battery.

A storage battery can only be charged by a direct current, and when charging the positive wire of the charging current must be connected to the positive of the battery, and the negative to the negative. The voltage of the charging current should be somewhat greater than that of the battery, while the amperage should not be above one-tenth of the capacity. When a battery is charged or discharged very quickly it will overheat, and this overheating may result in the plates warping. When the plates warp the paste will fall out of the grids. Not only will this prevent the battery from taking a charge, but it will shortcircuit the plates at the bottom. For this reason the battery must be charged slowly. Using the starting motor for a considerable time at a stretch means a quick discharging of the battery and a possible overheating and warping. Therefore, if the engine does not start quickly do not use the starter for a long time, but get out and find out why the engine does not start.

Keep your battery clean. If the smallest quantity of iron or copper, etc., gets into the battery an iron or copper sulphate will form on the plates and so make them inactive.

Do not leave a battery standing in a discharged state for any length of time.

It is a good practice to wipe the terminals with a cloth on which there is a little vaseline.

Acid must never be put into the battery. If the electrolyte be spilled by accident, the battery must be refilled with a solution of acid and water. It is best to let the battery man do this for you.

When you disconnect the battery wrap the terminal wires in insulating tape.

DEVELOPMENT OF ROADS IN LONDON

New System Of Motor Taxation Will Aid Greatly In Putting Through Roadways Program

London—The new scheme of motor taxation which came into operation in January, 1921, was estimated to yield over £9,000,000 to the Treasury. Those who pay motor taxes of one kind or another quite naturally desire to know how this considerable sum of money is expended, and the recently issued report of the Minister of Transport on the administration of the road fund, it might be expected, would enlighten them.

The report becomes interesting when it proceeds to deal with the new roads and road improvements now in process of construction. The chief of these constructional schemes lie in the London district, although considerable sums have been allocated to other road works, many of which have already been commenced. The scheme in the metropolitan area consists briefly of the Eastern and Western avenues to relieve the present narrow and congested entries and exits to the City, a new road to Cambridge, certain by-pass roads to relieve congested sections of main roads, and circular roads both north and south of the City.

WORK ON BY-PASS ROADS

The latter will be especially interesting to motorists who live on the London borders, or who frequently have to pass through the City on the way to other towns. The North Circular Road will ultimately connect with the new Great West Road at Brentford and, traversing Willesden, Hendon, Finchley and Edmonton, will join the Eastern Avenue about Wanstead. The South Circular Road will ultimately connect with the by-pass road at Shooters Hill, cut the Eltham and Catford by-pass roads, and, traversing South London, connect with the Portsmouth Road at Wandsworth. Work is in hand on both these circular roads and their ultimate value to motorists and other traffic passing through London need not be further commented upon.

Work on the by-pass roads has been in hand for varying periods at Croydon, Eltham, Shooters Hill, East Ham, Ilford and Romford, Brentford, and Chiswick. Further by-pass roads are projected at Kingston, Sutton, Catford, Bromley, Woodford and elsewhere. Certain portions of Eastern and Western Avenue, the Great West Road, and the new Cambridge Road are also under construction. The latter is well advanced and will do much to relieve the old road through the numerous towns along the Lea Valley.

Oustide the London district schemes of construction or widening are projected at Liverpool, where the western exit will be widened to 120 feet; at Edinburgh, with improvements to her already wide southern exist; and at Manchester, where a 100-foot new road is proposed in connection with a town-planning scheme. Other large towns are contemplating or have already put in hand similar road improvements.

Much of this work, the report points out, is necessary on account of the lack of foresight by former generations and there is little doubt that in view of recent and probable future traffic developments the proposals do not err in the generous width allowed between the road fences. For these and other new construction and improvements the sum of £5,200,000 has been allocated in London, and a similar sum for other areas in Great Britain.

REGARD FOR UNEMPLOYED

In putting new work in hand, regard has been had to the needs of the unemployed, and road sections have been selected where the largest possible proportion of unskilled labor could be absorbed. In this connection the Ministry of Transport has been working in co-operation with the Unemployment Grants Committee under the chairmanship of Lord St. David.

The report under review throws some light on the enormous difficulties encountered in the road classification alone. A preliminary analysis reveals that out of 177,000 miles of roads in Great Britain, 12.5 percent have been classified as Class A (first-class main highways), and 8.1 percent as Class B (secondary highways). In arriving at this classification some 3,800 border line cases have had to be settled by collecting traffic statistics covering seven 16-hour days. It is estimated that the maintenance and improvement of Class A and B roads alone will absorb £7,000,000 during the present financial year.

Beyond the classification little appears to have been done to give the scheme practical effect, although as signposts are replaced it is noticeable that local authorities are adapting the Ministry of Transport schemes of classification and numbering.

Indianapolis Sweeps

The 1923 Indianapolis Sweepstakes will be limited to cars of only 2 cubic litres capacity and it has been thought that this size was too small to provide effective speeds. However, in the French Grand Prix at Le Mans on July 23, a 2-litre Ballot made a very satisfactory showing and stayed among the leaders for the whole distance.

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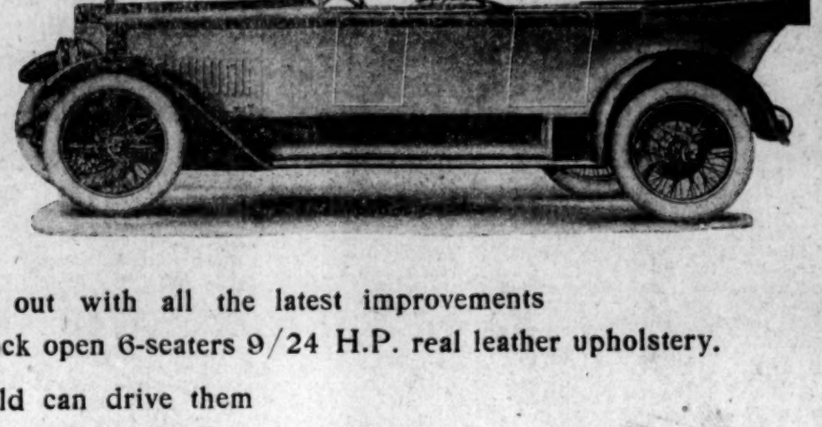

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Tire Valve Vital

Careless Handling Results Often In Uneven Seating And Slow Leaks

One part of the automobile tire which comes in for too little attention is the valve. Treated properly this inexpensive but highly important part of a tire's mechanism will function satisfactorily throughout the life of a tire, but when mistreated it often causes annoyance.

When a valve begins to give trouble it may be assumed in nearly every case as a practical certainty that dirt has worked into the valve and is the main cause for the improper functioning. This being the case, the principal attention a motorist need give the valve is simply to see that all dust and dirt are excluded from the interior of the valve.

There is a rather common belief that the valve cap is an unessential thing and that it makes little difference whether a cap is used or not. But this is entirely erroneous, and motorists who do not use the valve cap are in danger of valve trouble. When the cap is not used there is a strong likelihood that dirt will work down into the valve, ultimately producing a valve leak. While a tire remains inflated this dirt in some cases may do no harm, but when a new inflation is made, the air drives the dirt down into the valve and makes an airtight connection impossible.

In addition to keeping out dirt the valve cap serves another useful purpose in that, if the valve should begin to leak, the cap makes an airtight connection able to withstand a pressure up to 500 pounds.

If a cap is screwed on well, a breakdown of the valve inside need cause the driver no inconvenience, as the cap will prevent the tire from deflating. The one sure way to avoid valve leakage is to use the cap.

All of the large tire companies use the same make of valve. Valve caps on bicycles, motorcycles, automobiles and trucks are all of one size, so if one is lost it may easily be replaced.

A common abuse of the tire valve occurs when removing the valve plunger. The user usually drops it in the dirt until he is ready to put it back in place. If, during this careless handling, dirt lodges on the red rubber washer and uneven seating will result and a leak will follow.

Insufficient Care Is Given To Bearings

A prominent bearing manufacturer calls attention to the fact that the use of impure oils and carelessness in washing the running gear and other parts of automobiles are things which have a very detrimental effect upon the bearings, which do not get half the attention they deserve, anyway.

Many cases of failure of wheel bearings have been directly attributed to rust caused by the indiscriminate application of a stream of water at 40 to 50 pounds pressure per square inch to the parts of the car in which they are mounted.

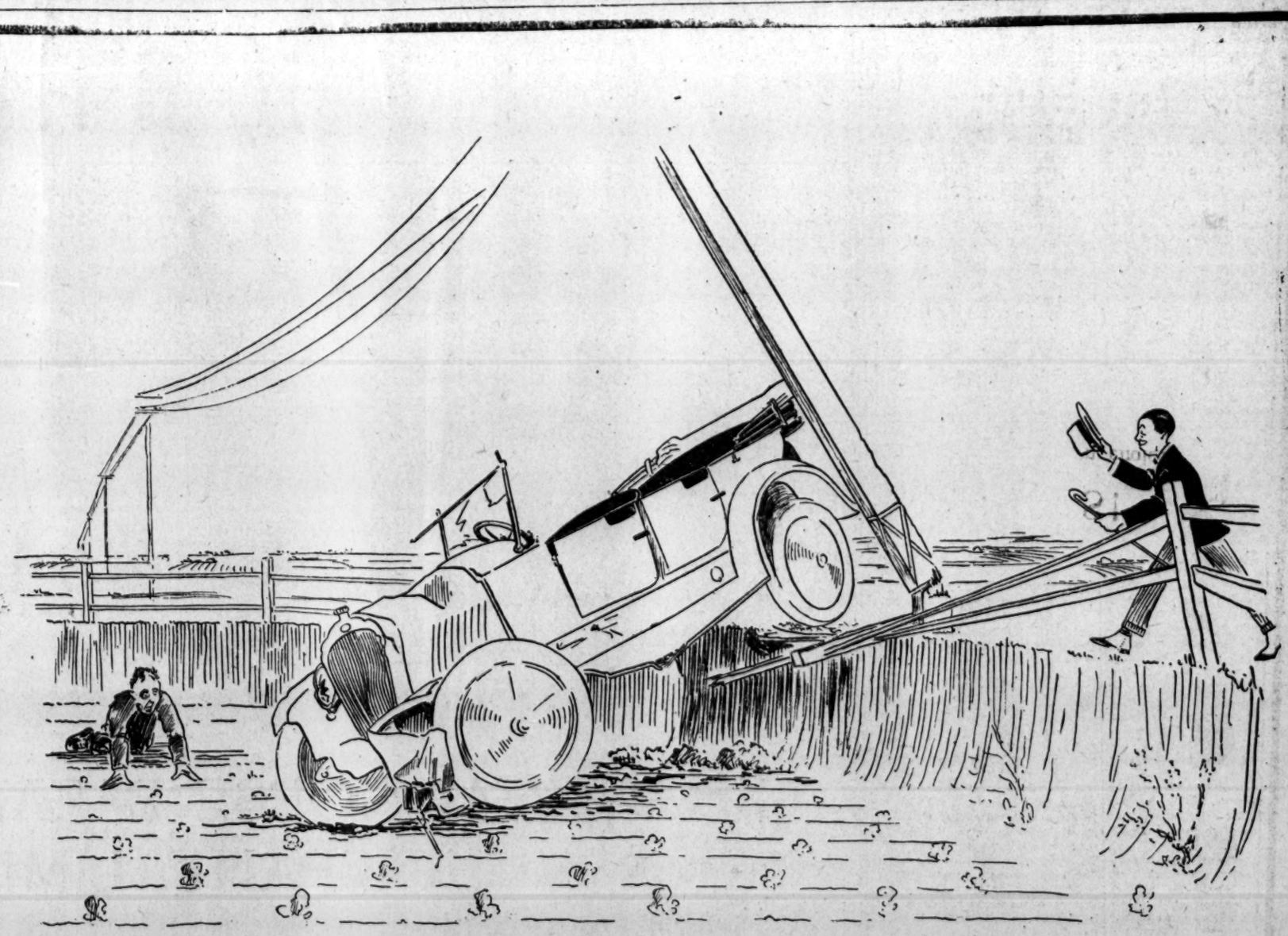
Water, or corrosive substances in greases or oils have virtually the same effect, viz., etching of the finely finished surface of balls and races on which the capacity and frictionless qualities of a ball bearing are so dependent.

Any hard foreign substance, such as grit, metal chips, etc., will render a perfect bearing useless in a short time. There is no room between the balls and races for any hard substance and should any work in, either the bearings will lock and turn on the shaft, or in the housing, or it will force the cups out in the softer shell and thereby loosen the careful adjustment, rendering the bearing loose, noisy and less efficient.

There are thousands of other ways in which ball bearings may be misused—in storage, mounting and later, lack of proper maintenance—but one will find that he will be rewarded many times over for what little pains have been taken.

WORN PISTONS

A continuous clicking, wheezing or squeaking noise is generally a sign of loose or worn piston parts.



'XS' is good from Pole to Pole
It gets you out of any hole.

China Press Sports

SHANGHAI, SUNDAY, APRIL 23, 1922

BARRETT'S XI BEAT HAYWARD 164 RUNS TO 66

Superior Batting Of Winning Team Give Good Line On Interporters

LOSERS' BOWLERS GODD

First Glance Indicates That New Men Will Play In Hongkong Match

The preliminary practice game for selection of the Interport Team was played yesterday between Capt. Barrett's team and Mr. Hayward's team. On paper the former looked the more formidable but on the day's play the latter won easily knocking up 164 to 66.

Mr. Howard's team batled first, he and Mansell-Smith facing Hansell and Day. Runs came slowly and nothing occurred till Leach missed Hayward in the slips when he had made 7. After the 9th over Hayward retired for 15.

Wainwright joined Mansell-Smith and on the next over the latter was clean bowled by Quayle for 4. Nicholl followed and had two innings being bowled twice by Leach for 0 and 3.

Foster joined Wainwright and the pair stayed for some time, hitting an occasional boundary till Wainwright was caught by Brook at wicket for 13 off W. Wilson who had relieved Quayle.

Bhoora followed but was soon out being nicely caught by Clifford at cover off Wilson for 7.

BICHARD COUNTS 30

Bichard joined Foster and the pair added 30 runs before they both retired, Foster 25. Bichard defying Gotch, Thompson, Clifford and Wilson, all of whom had a try at their wickets, but Foster was missed by Hansell off Thompson.

Raikes and Allison followed and began to hit, the latter retiring for 17 after a cheerful ten minutes.

Wilson joined Raikes and gave a fine hard hitting display, making 31, including 2 sixes and several 4s. Raikes was finally caught by W. Wilson off Barrett's first and only ball, and Billings and Rawsthorne not batting the innings finished for 164.

BARRETT CREW HAT

Ollerdessen and Gotch started for Capt. Barrett and a period of slow cricket followed. The bowling seemed too good; T. R. Wilson and Allison were putting down some good stuff and neither batsman seemed happy.

Ollerdessen was missed twice off Wilson, once by Wainwright at long stop and the next ball by Mansell-Smith at 3rd man and was bowled soon after by Allison for 5. Gotch retiring for 6 at the same time.

Clifford and Thompson then appeared, the latter being caught and bowled by Foster for 7 and Clifford surviving several overs, fell a victim to a splendid catch by Raikes off Billings for 9. Quayle who succeeded Thompson made 2 and went down l.b.w. to Foster.

Leach and Day were together, but not for long, Wainwright soon disposing of the former, caught and bowled for 0. Barrett joined Day, and the latter was run out for 4 soon after.

Hansell joined Barrett and had two innings, being caught by Bichard at square leg off Wainwright and being caught and bowled by the same bowler soon after for a pair of spectacles.

Brook followed but was soon bowled by Mansell-Smith for 0 and W. Wilson joined Barrett, the partnership soon finished, however, as Barrett was caught and bowled by Mansell-Smith for 24.

It is too early to draw inferences for the Interport team, but there is a lot of batting talent about and it looks distinctly as if there will be some new personalities included in the final selection.

BOWLING ANALYSIS

Mr. Barrett's Team

	O.	M.	R.	W.
Hansell	9	–	36	–
Day	4	1	9	–
Quayle	4	2	7	1
Leach	9	1	47	2
Wilson	6	1	24	2
Gotch	2	–	8	–
Thompson	4	1	4	–
Clifford	2	–	8	–
Barrett	1.6	–	–	1

Mr. Hayward's Team

	O.	M.	R.	W.
T. Wilson	5	–	20	1
Allison	4	1	5	1
Billings	4	2	5	1
Foster	4	1	10	2
Bhoora	2	–	8	–
Rawsthorne	3	–	3	–
Mansell-Smith	1½	–	9	2
Wainwright	4	–	7	3

SPORT AND STAGE

BY DOMINO

Today is St. George's Day. He is the patron saint of England. There is a quaint little poem—author unknown—in Dr. Kitchener's "Loyal and National Songs" published in 1823. The poem itself must have been written much earlier as we have the music for the verse composed by Dr. Jeremiah Clarke, who died in 1707.

Here are the lines:

Twelve hundred years ago at least,
Has St. George been our protector,
We show our gratitude in annual feast;
In war and piety he's our patron and director;
But invocation is a supersitious jest;
All the world can't show the like saint!
All the sacrifice we expend
Is the drink fair,
And to deal square,
And to love our friend;
Then this greeting,
Grateful meeting,
Let not Taffy, Teague, nor Scot revile;
Drink for St. George, Fight for St. George,
For St. George and his favorite Isle.

• • •

THE SKIN GAME

Booking for "The Skin Game" opened on Thursday last and before the day was far advanced the plan was plentifully marked with the blue crosses of reservation. Yesterday at tiffin-time there were still a few tickets to be had. Two full houses are now assured.

During the past week the amateurs have been working for 5 and 6 hours daily in order to give Galsworthy his due. Monday and Tuesday will see the finishing touches and Wednesday the dress rehearsal.

A REQUEST

Playgoers are particularly requested to be in their seats before 9:15 p.m. on Thursday. The curtain will go up punctually, and for the sake of both players and public the latecomer is asked to break his rule for once.

The action of this powerful play starts from the first word and the interest is maintained till the final tag.

Mr. Armstrong, the popular manager of the Lyceum has been busy on the scenery and has provided two charming interior sets.

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GALSWORTHY'S SEASON

All London (in cold, unemotional figures, about 650 people a performance, which is the capacity of the house) is flocking to the Court Theater, Sloane Square, to see the John Galsworthy season.

"The Skin Game" was one of the first to attract notice and more recently his play "The Pigeon"—interesting, but not one that grips till it hurts—was performed by a finely balanced company before a capacity house.

This play has been instrumental in bringing before the public a young actor named Alec Snowden. From accounts received he gave a wonderful performance of an office boy in "Justice" and followed this up with an equally well-studied piece of work as a street loafer in "The Pigeon."

He is still young enough to find shaving a daily excitement, so he's got a lot of time ahead of him in which to prove himself worthy of "Stardom."

• • •

A "SKIN GAME" PERHAPS

There was a stage star name Celestus:
When she danced the applause was tempest'ous;
She whirled and she tripped
'Till her shoulder-strap slipped—
And they had to ring down the asbestos.

—From London Opinion.

• • •

LIKE MOST BOYS

It is not easy to "choke off" the average American reporter, but the mother of the one and only Charlie Chaplin accomplished the feat quite easily—and also, be it said, quite unconsciously—during her recent visit to the States.

Hardly had she set foot in New York when the inevitable newspaper man tracked her down.

"Good morning, madam," he said, producing his notebook and pencil. "I have called to learn something of the early struggles of your distinguished son."

"What, to know about my Charlie's early struggles?" inquired the old lady.

"Exactly, madam!"

Mrs. Chaplin thought hard for several seconds.

"I am afraid I'll have to disappoint you, then, young man," she said, at last. "Charlie had no early struggles that I can recollect, except that he always made a good deal of fuss about having his face washed."

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DADDY'S PREDICAMENT

A little girl answered the telephone one day when her mother

(Continued on Page 2)

ROWING CLUB SETS LATE DATE FOR YEARLY MEET

Owing to the delay in making up the final accounts for the past year, the Rowing Club annual general meeting has been set at the unusually late date of May 4. This will put a lot of extra hard work on the new committee who will have to tackle the sundry details of the Spring Regatta with a vengeance, for this even has formerly taken place by the end of May, and a trio of weeks for completing the preparations for the function, while at the same time training themselves, is rather little, even for such organisers as will doubtless figure again this ensuing season on the club committee.

In the meantime enthusiasts are in active preparation for the various International events which feature the Spring Regatta. The Americans especially have been doing good team work, and are fancied in nearly all the events, pairs, fours and eights. The Swiss have a very fine four under the guidance of Muller. He and the elder Mother Meyer are old oars, so is Schweitzer and their fourth man is also shaping well. The Scotch and English crews are also in keen training. A. K. Brownwill probably stroke the latter international crews.

The delay in calling the annual general meeting will also affect the opening of the swimming bath which event should take place on May first, but unless the weather turns much warmer within the next fortnight, this loss will not cause the local devotees of natation any insomnia. It must however be remembered that this coming season Shanghai swimmers are due to be the hosts not alone of their Hongkong rivals, whom they met last year down in the Crown Colony, but also of the Kobe mermen who entertained them in 1920. It is stated that young Siemssen will not be here during the 1922 season, as he has gone to San Francisco; if this is correct, then the Shanghai swimmers and water poloists will have to train all the harder to win back the laurels they left last year down South.

HIGH JUMP MARK FALLS AT FUHTAN ANNUAL MEET

At the annual track and field meet held yesterday at the Fuhtan university, to select teams for participation in the East China meet on May 13 and the National Intercollegiate meet on May 20, both at Nanking, a new high jump record was made by Y. C. Wu who did 5 feet 9 inches in the event. Other marks made by the collegians were lower than those of a year ago.

The meet was held on the Fuhtan Middle School grounds, Avenue Haig. The preliminary events commenced at 10 a.m., and the finals at 2 p.m. The prizes were distributed by Mrs. T H. Lee, wife of the President. President Lee gave a short talk encouraging athletics and a spirit of sportsmanship among students.

Results for the meeting were:

Senior Events—100 yards, 11 1-5"; ½ mile, 2' 14 4-5"; Shot-put (12 lbs.), 38' 5"; 220 yards, 25 1-5"; High Jump, 5' 9"; High Hurdles, 18 2-5"; Discus, 91' 2½"; Broad Jump, 19' 3"; 440 yards, 57 2-5"; Javelin, 1:7'; Low Hurdles, 31"; Mile, 5" 32 1-5.

Junior Events—100 yards, 11 2-5"; Shot-put (8 lbs.), 37' 4"; ½ mile, 2' 35 1-5". 220 yards, 25 3-5"; High Jump, 4' 11"; Discus, 65' 8½"; 440 yards, 1' 5; High Hurdles, 22"; Pole Vault, 7' 8"; Mile, 5' 56 1-5"; Low Hurdles, 35.

SHANGHAI NINE LOSES FIRST GAME OF SEASON TO CRUISER ALBANY NINE, SCORE 10 TO 7

Battery Errors And Poor Batting Against Speed-ball Pitching Cause Defeat; Wynn And Hirsh A Good New Battery; Youngsters Win Game; Old Heads Can't Hold It

Shanghai lost the first game of the season yesterday to the nine from the cruiser Albany, after ten innings of baseball too serious for the first of the season. The local nine had the thing sewed away in the ninth, when Scott, in his first time-out for hurling, tried to tight up with a man on third and threw the ball away. With the score tied at 7-all the sailors went into the tenth inning, took advantage of a flock of battery errors, followed with three sure-enough bingles and won out by a 10-7 total.

Shanghai played seventeen men in the game. Every man in uniform had his chance. And to sum it all up they all did well: they all showed a high class of baseball ability for an early practice game. Capt. Bills started off with a team almost solidly composed of rookies and they held the sailors down to the small end of the score while they worked. The old timers lost the game later with their green condition.

One of the best features of the game was Wynn's work in the box in the early innings. Working with Hirsh a new candidate for backstop they had the sailors beaten at 4-1 when they retired in the fifth for Church and Griffith. Wynn for the first time this season let himself out on speed, and he showed that he can pitch for Shanghai. He has plenty of smoke, beautiful control, a sharp eye for the corners, stylish box form, and is a fast and hard fielder. Hirsh held him up well with good stopping and a nice peg to second. The pair can substitute Merrill and Roeser if first game form counts for anything.

Church fared well considering that he does not profess to be a pitcher. He got by nicely and showed indications that he would improve in time. His fielding at times was sensational. Scott relieved him later, and though without any previous workout this year tried his best with hooks and speed and all of his old-time tricks, but his lack of training told against him. The sailors reached him for six healthy hits, and a few passed balls and two disastrous wild pitches with men on base turned the tables and lost the first game of the year for the local nine.

The Navy team is a better one than played here last year. Murphy gave a strong exhibition for three innings when he lost control. Fancher went in cold but aside from an occasional wildness held things safely while he worked. Orr, another old timer, took up the job and blanked Shanghai while his teammates rapped out the victory for him.

The Navy team is here fresh from a sizeable series of games in the north. They have played the fast Dairen team of Japanese a four-game series winning three; they have just beaten the Wilmington nine with Merrill, last year's local star southpaw, twirling, and have also won over the gunboat Quiros nine. The team is better conditioned than the local men. It is possible that Bills' men will hold up better this afternoon and carry off a win.

Woods played a pretty game at first with a dozen chances accepted without an error. Cameron batted .500 percent, got one nice put out and muffed another chance, a difficult galloping try at a line drive. Jack Smith at second grabbed up the chances without fault. Wynn and Church fielded everything within long reach. French, Howland, Hubbard and Campbell all showed good promise.

For the Navy Fancher, in spite of two errors shone out, with three singles in five times at bat and five chances handled correctly out of seven. Howard, their backstop also worked well with a batting average of .400 and many hard chances safely stopped. The team on the whole were hitting hard and long. Orr homered, Vanderweigh, Jordan and Howard tripled.

Albany men outbatted Shanghai 13 hits to 9, due likely to their having already seen some speed-ball pitching this season. Many local men, particularly new comers swung like gates at the fast offerings served them, or else dribbled them into infielders' hands. It was their first chance against good pitching. They showed an eye however and doubtless will rap them out in good style later.

The same teams meet again this afternoon commencing at 3 o'clock.

THE BOX SCORE

Shanghai	AB	R	H	PO	A	E
Hagerman, 1b	1	0	0	5	0	0
Woods, 1b	3	0	1	12	0	0
Cameron, rf	4	1	2	1	0	1
Cardwell, rf	0	0	0	1	0	0
Wilhelmni, cf	3	0	0	1	0	0
Smith S. F., cf	2	0	0	0	0	0
French, lf	1	1	0	1	0	0
Campbell, lf	3	1	1	0	0	0
Howland, 3b	4	0	1	0	0	0
Hubbard, ss	1	0	0	0	0	1
Hills, ss	2	0	1	0	0	0
C. J. Smith, 2b	5	0	0	2	8	0
Hirsh, c	1	1	0	3	0	0
Griffith, c	3	1	0	1	0	0
Wynn, p	2	1	1	1	5	0
Church, p	1	1	1	2	3	0
Scott, p	1	0	1	0	0	0
Totals	37	7	9	30	16	2

Albany	AB	R	H	PO	A	E
Vanderweigh, lf	5	1	1	3	1	0
Fancher, 1b, 2b, p	5	1	3	4	1	2
Orr 3b, p	6	1	1	3	1	1
Petrovsky, cf	5	0	1	1	1	0
Scott, ss	5	0	0	5	1	0
Jordan, 2b	5	1	2	5	5	0
Warner, rf	5	2	1	0	1	1
Howard, c	5	2	2	6	1	1
Murphy, p	1	0	1	0	1	0
Lynch, 3b	3	2	1	3	2	0
Totals	46	10	13	30	15	5

By innings—

SHANGHAI

Runs ....0 0 4 0 1 1 0 1 0 0—7
Hits .....0 0 2 1 2 2 2 0 2 0 0—9

ALBANY

Runs ...1 0 0 0 1 0 2 2 1 3—10
Hits ....1 0 1 0 1 1 3 2 1 3—13

Summary: Earned runs—Shanghai 5, Albany 9. First base on errors—Shanghai 2, Albany 2. Left on base—Shanghai 8, Albany 8. Two base hits—Scott. Three base hits—Church, Vanderweigh, Jordan. Howard. Home run—Orr. First base on balls—Off Murphy 4, Church 1, Orr 1. Struck out—By Murphy 2, Fancher 1, Wynn 3, Scott 2. Hits—off Murphy 2 in three innings, off Fancher 7 in 5 innings, Orr none in two innings, Wynn 3 in four innings, Church 5 in three innings, Scott 6 in three innings. Wild pitches—Murphy 2, Scott 2. Passed Balls—Griffith 1, Howard 1. Hit by pitched ball—Hubbard by Murphy, Warner by Scott. Double plays—Jordan to Scott; Petrovsky to Lynch. Time of game 2:10. Umpires—Bunn and West.

BASEBALL !

Beginning tomorrow THE EVENING STAR will begin publication of the roster of each team in the major leagues. The feature of the rosters is the batting, fielding and pitching percentages of the players in 1921 will be shown, in addition to the name of the club the rookies played on last year.

The rosters will be particularly valuable to baseball fans who have lost touch with the game at home, and are well worth clipping and keeping for reference.

In tomorrow's EVENING STAR.

NANYANG HOLDS MEET ON FRIDAY

Nanyang college, one of the three schools comprising the Chiaotung university, will hold its annual track and field meeting on the college field on Friday, to select the school's best athletes for participation in the East China and the National intercollegiate meets to be held at Nanking on May 13 and 20 respectively.

Machine Gunners Honor Lt. Smith

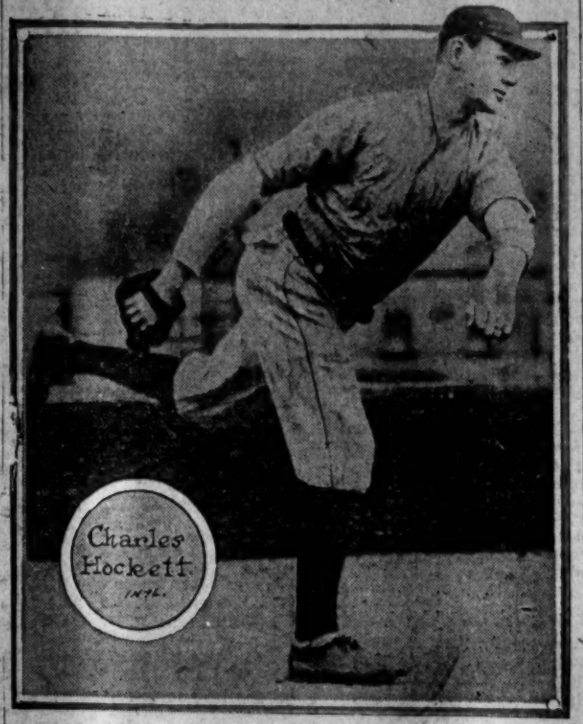
Lieutenant Heaton Smith, for 16 years a member of the Machine Gun Company, was presented with a handsome traveling clock Friday night when the Company held a dinner at the Shanghai Club.

Captain H. E. Middleton presented the prizes for efficiency, marksmanship and attendance at drills by the company's members.

TODD SOCCERS LOSE TITLE

St. Louis, March 19.—The Scullin Steel football club, of this city, today defeated the Todd Shipyards team of Brooklyn, 1921-22 champions for the national soccer title by a score of 3 to 2.

Brooklyn Dodgers Sign Schoolboy Pitcher



Charles Hockett, schoolboy pitcher, of Seattle, Wash., has been signed for a trial with the Brooklyn Dodgers. Young Hockett set an enviable record while pitching for his school nine. He is a southpaw.

Dempsey's Punch And Speed Would Beat Strangler Lewis

Should Pair Ever Meet N. Y. Expert Declares Jack Will Win Easily

BY CHARLES F. MATHISON

(In The N. Y. Herald)

In the event of a test of the effectiveness of boxing skill exemplified by Jack Dempsey as opposed to wrestling science personified by Strangler Lewis, the governing rules would need to be carefully drawn. Each is the acknowledged champion of his class. Lewis unquestionably is the world's greatest catch-as-catch-can wrestler, and Dempsey's superiority over heavyweight boxers is painfully apparent.

In issuing the challenge to Dempsey Sandow, manager for Lewis, contented himself with the declaration that Lewis would confine himself to wrestling holds, and Dempsey would be restricted to boxing tactics. It follows as a matter of course that Lewis would not attempt to box Dempsey, and the pugilist would not try to wrestle Lewis. Yet the latitude allowed to each in his own province would cut a most important figure in the contest. Under boxing rules, which would govern Dempsey, he could not hit Lewis when the latter was down.

Nevertheless, a wrestler may go to the canvas any time he pleases without penalty. Under the circumstances, if Lewis were permitted to drop to the floor every time Dempsey started an offensive movement the grappler could avoid serious punishment till such time as he managed to apply a headlock to the boxer. Dempsey would undoubtedly insist on the enforcement of the fundamental boxing rule which penalises a contestant who drops to the ring floor without being hit. This rule would not prevent Lewis making a dive for a hold on Dempsey's legs. The chances are that Lewis would center his efforts to getting a headlock on the boxer, and if he succeeded it is questionable if the boxer would extricate his cranium from the clutch in time to escape a fall.

FLYING HEADLOCK RISKY

It is doubtful if Lewis would try for a flying headlock unless Dempsey had been greatly weakened. If the boxer was still strong and Lewis made a flying leap in an effort to encircle Dempsey's head with his cranium-crushing left arm, the grappler would get a left hook or a right uppercut on the chin that would crumple him on the ring floor.

It is altogether likely that Lewis's plan of battle would be to lower his head and rush in for a body or leg hold. If he got his clutches on the boxer and brought him to the canvas, the grappler could then apply any hold he chose, presumably the headlock and win the match.

As Dempsey would be required in order to win to send Lewis to the canvas for a count of 10, Lewis could be asked to score but one fall in order to assure a victory for himself.

Dempsey would not consent to a rolling or flying fall and as pin falls are prohibited by the New York State Athletic Commission,

(Continued on Page 2)

Big League Baseball

(Friday's Score)

AMERICAN LEAGUE

New York	1
Washington	0
Cleveland	7
Detroit	15
Chicago	10
St. Louis	5

No other games

NATIONAL LEAGUE

New York	4
Brooklyn	1
Brooklyn	6
New York	4
Cincinnati	3
Chicago	8

No other games

Abolish Point System For Olympic Games

Selection of the winning nation in the Olympic games at Paris in 1924 will be upon a go-as-you-please basis. No longer will statisticians burn midnight oil trying to figure out which nation accumulated the greatest number of points for the simple reason that no points are to be awarded.

A careful reading of the minutes of the Olympic and International Amateur Athletic Federation conferences, held at Lausanne last season, fails to discover any reference to "points." Members of the American delegation explained the absence of such reference by the statement that there were several discussions regarding the system under which points should be scored at the eighth Olympiad, but that no agreement could be reached.

As a result it was decided that the point system should be abolished. In the future each nation can figure its points upon any system desired, but no official cognisance shall be taken of such compilations.

Portuguese Co. Under Canvass

The Portuguese Company, S. V. C., is encamped at the Rifle Range, with five officers and 95 non-commissioned officers and men. The company marched to camp, preceded by the brass band of the unit on Thursday afternoon and will remain under canvass until tomorrow morning.

This afternoon the members of the company will be "at home" to friends.

The camp is being run on service conditions and the kitchen is in charge of the company's own quartermaster sergeant.

BRITISH TEAM WINS

(Reuter's Service)

Binghampton, N. Y., April 21. —The Oxford-Cambridge combined lacrosse team today defeated Colgate, 9/4.

'FIELD' PONIES HAVE ANOTHER DAY OF WINS

Morriss Ponies Score Four Firsts And Get Three Other Places

DIVIDENDS HELD DOWN

Mr. F. A. Pollock Is Thrown By Mount In Steeplechase And Painfully Hurt

Another day of remarkable running by the 'field' stable which scored so heavily a week ago featured yesterday's excellent program of races at the Kiangwan course. Recent rains had made the track spongy, but some exceptional racing with a number of hard-fought finishes was provided for the throngs that filled all the stands.

With ponies entered in nine of the eleven events of the program the Morriss stable annexed four victories besides getting places in three races. Harefield, ridden by Mr. Zellensky in the first race, Petersfield ridden by Mr. Morriss in the third race, Letchfield, ridden by Mr. Heard in the fifth race and Maresfield, ridden by Mr. Heard in the tenth race all took first place in those events. In the fifth race, Lichfield, ridden by Mr. Morriss, came in after Letchfield in second place. Sesfield, ridden by Mr. Morriss, took third in the eigth race and Downsfield, ridden by Mr. Heard, took second in the last race of the day.

In the one steeplechase of the day, the third race, in which there were nine starters, Mr. F. A. Pollock was thrown at the first jump into the rails and was painfully but not seriously hurt. His face was cut and he was bruised about the upper part of the body.

Dividend payments held to unusually low levels for Kiangwan through the program and no real upsets were scored. The biggest payment for the day, in fact, was for a third place taken by the pony Sensation with Mr. Matcham riding in the seventh race. In the tenth race, in which Salvation by reason of the pony's victory of last Monday, took rank as favorite, Maresfield, third choice favorite in the race, finished first and paid $28.20. Unicorn winning the last race, in which Takeo with Mr. Hill up was favorite, paid a price of $23.20.

Mr. Hill took first in three of the eleven races besides finishing third in another. Mr. Knoll scored two firsts, two seconds and a third, placing in five of the eleven events. Mr. Heard also won two races and finished second in another.

THE SUMMARIES

The summaries follow:

1.—**The Novices Race.**—Mile and one quarter for all China ponies, to be ridden by jockeys who have not won more than five races.

Mr. Henry Morriss' chestnut, Harefield, (Zellensky) ..... 142—1
Mr. Hellenic' chesnut Ajax, (Greig) .....152—2
Mr. Meguro' grey Mikasa (Tomono) .....154—3

Also ran: Le Moet (C. L. Chu), Arbor Day (Chun), Starland (R. S. Dallas), Father Confessor (G. Pollock), Whippet (Spencer), Adonis (Hitch), The Joy Bird (Matcham), Ocean Star (Morimoto), Rouble (Hulthen), Promotion (Yu), Congo (Liu), Newcastle (Chang), Henry VIII (Haimovitch).

Won by 2 lengths; two lengths. Time 2:44 1-5.

Pari-mutuel: For win, $32.90; place, first $10.50, second $10,40, third $38.60.

Cash Sweeps; first pony, 102; second 374, third 88.

Unplaced 473, 115, 55, 272, 164, 111, 298, 176, 311, 82, 434, 465, 142.

2.—**The Getaway Selling Plate.**—For all China ponies, to be sold for $500.—Seven furlongs.

Mr. Allan's gray Conqueror Dahlia, (Knoll) ..... 145—1
Mr. Sing Ding's gray White Fox, (Soong) 153—2
Mr. De Zutter's brown Kashima, (Sokoloff) 155—3

Also ran: Golden Horse (Chung), San Julien (Spencer), Suffolkshire (Yih), Christmas Toy (Heard), Baby Eyes (Haimovitch), Lightning Raider (Harper), Odsmobile (Liu), Ozus (Greig), Little Inspector (Hill), Beating (Vida), Arlington (Liddell).

Won by short head; three lengths. Time 1:54.

Pari-mutuel; for win, $12.40, place $8.20, $18.40, $47.20.

Cash sweeps: First pony, 303, second 291, third $04. Unplaced

318, 333, 314, 261, 97, 284, 253, 319, 290, 125, 317.

5.—The Open Steeplechase Handicap.—For all China ponies. —Two miles.

Mr. Henry Morriss' brown Petersfield, (Morriss) 167—1
Mr. Botelho's black Tiga (Botelho) .....137—2
Mr. Wm. McHain's dun Patapouff, (Springfield) .....155—3

Also ran The Brigand (Matcham), The Prelate (Beith), Medina-Sidonia (Elliott), Finchfield (Liddell), Liability (Harper), Strathfarrar (Pollock).

Won by three lengths, two lengths. Time 4:44 2-5.

Pari-mutuel: for win $8.40, for place $7, $23.90, $20.50.

Cash sweeps; First pony, 402, second 239, third 572.

Unplaced, 318, 410, 447, 64, 398, 272.

4.—The Castle Handicap.—For Griffins of 1922.—One mile and one quarter.

Mr. Cemde', chesnut Crowborough (Springfield) 153—1
Mr. Earth's gray Derbyshire (Vida) .....153—2
Mr. Meguro's white Hakone (Hill) .....156—3

Also ran: Remainder (Brand) Crowfield (Heard).

Won by two lengths, two lengths. Time 2:45 2-5.

Pari-mutuel: For win, $35.30, place, $15.20, $23.60.

Cash sweep: first pony, 251, second 28, third 21. Unplaced 66 and 258.

5.—The Portland Plate. For all China ponies, 1½ miles.

Mr. Henry Morriss' ches. Letchfield, (Mr. Heard)159—3
Messrs. Lieu Bros. & Co.'s bay Association, (Mr. Knoll) .....162—2
Mr. Henry Morriss' dk. ches. Lichfield, (Mr. Morriss) .....155—3

Also ran: The Bandit (Mr. Matcham) and Wild William, (Hill).

Won by a half length, 4 lengths. Time—3:18 3.5.

Pari-mutuel: For win, $7.70, for place first $6.20, second $9.90.

Members' Sweep: First pony ticket 621, second 182, third 232 Unplaced.—398 and 242.

6.—The Valentine Stakes. For griffins of 1922. ¾ mile.

Messrs. Winsome and Hasty's bay The Robin, (Mr. Hill) .....152—1
Mr. Allan's dun Ohio, (Mr. Knoll) .....149—2
Mr. Day's white Re-organisation, (Mr. A. N. Dallas) .....164—3

Also ran: Wai-Ki-Ki, (Mr. Heard); Twinkling Star, (Mr. Liu); Pretender, (Mr. Brand); San Down, (Mr. Vida); St. Lawrence, (Mr. Haimovitch).

Won by two lengths, a length and a half. Time—1:34 2/5.

Pari-mutuel: For win, $10.60, for place first $6.30, second $8.50, and third $7.80.

Members' Sweep: First pony ticket 240, second 676, third 671. Unplaced.—457, 369, 282, 549, and 193.

7.—The Reach Selling Plate. For all China ponies. 1¼ miles.

Messrs. Fay and Seth's grey Tommy Lad, (Mr. Heard) .....152—1
Mr. Robert's dun Sir John, (Mr. Haimovitch) ...145—2
Messrs. Lieu Bros. & Co.'s cream Sensation, (Mr. (Mr. G. D. Matcham) 147—3

Also ran: Haruna, (Mr. Knoll); Mistylight, (Mr. Moller); Goodland, (Mr. A. N. Dallas); Bulldog Drummond, (Mr. G. Pollock); Naturalist, (Mr. Hulthen); Kasuga, (Mr. Tomono); Ocean Star, (Mr. Morimoto); Gilbert, (Mr. Brand); Castlesand, (Mr. Z. W. Yu); Beating, (Mr. S. F. Soong); and Florina, (Mr. Sokoloff).

Won by one length, three lengths. Time—2:42 1/2.

Pari-mutuel: For win, $8.40, for place first $7.00, second $17.70, and third $35.70.

Members' Sweep: First pony ticket 540, second 341, third 50. Unplaced.—348, 558, 649, 533, 663, 582, 239, 494, 414, 360 and 700.

8.—The Little John Plate. For all China ponies that have started and not won in 1922. ¾ mile.

Messrs. Winsome and Hasty's ches. The Hawk, (Mr. Hill) .....155—1
Mr. J. J. Paterson's grey Typhoon, (Mr. A. N. Dallas) .....155—2
Mr. Henry Morriss' grey Seafield, (Mr. Morriss) 155—3

Also ran: The Dark Bird, (Mr. Springfield); Greyhound, (Mr. Harper); Beachcroft, (Mr. Liddell); Trylle II, (Mr. Heard), Wild Night, (Mr. Knoll); Silver Idol, (Mr. R. S. Dallas); Blue Diamond, (Mr. Brand) and Arlington, (Mr. Hairmovitch).

Won by two lengths, a half length. Time—1:33.

Pari-mutuel: For win, $6.20, for place first $6.00, second $9.40.

Members' Sweep: First pony ticket 95, second 687, third 180. Unplaced.—659, 74, 533, 440, 695, 402, 739 and 734.

9.—The Swan Meadow Plate. For griffins of 1922 being Maidens, 1 mile.

Mr. Spero's brown Holyrood, (Mr. A. N. Dallas) .....152—1
Messrs. V. M. and C. R. B.'s bay Larceny, (Mr. Burkill) .....155—2
Mr. Hart's grey Liberalist, (Mr. K. H. Chun) ..155—3

Also ran: Northern Star, (Mr. Springfield); Standlight, (Mr. Moller); Shining Star, (Mr. Knoll); Boreas, (Mr. R. S. Dallas); Voiron, (Mr. Matcham); The Whip, (Mr. Hill); Moorfield, (Mr. Heard); Civilisation, (Mr. Haimovitch); Paper Money, (Mr. Z. W. Yu); Happy World, (Mr. Vida); Little Conductor, (Mr. Soong); and Maragon, (Mr. J. H. Liddell).

Won by one length, one length. Time—2:08 2/5.

Pari-mutuel: For win, $14.60, for place first $7.10, second $7.30, and third $10.80.

Members' Sweep: First pony ticket 24, second 564, third 724. Unplaced.—392, 462, 11, 470, 506, 159, 624, 525, 269, 44, 382 and 56.

10.—The Grand April Handicap. For all China ponies. 1½ miles.

Mr. Henry Morriss' grey Maresfield, (Mr. Heard) 153—1
Mr. Ding Sing's ches. South Down, (Mr. Burkill) 153—2
Sun Rising's dun. Salvation, (Mr. Knoll) .....155—3

Also ran: Barrhill, (Mr. Brand); Trustland, (Mr. A. N. Dallas); Harding, (Mr. S. Liu); Whippet, (Mr. Botelho); Day Star, (Mr. Z. W. Yu); Inniskilling, (Mr. Hulthen); Mountain King, (Mr. Hill); Gulfsand, (Mr. Zellensky); Promotion, (Mr. Matcham); and Nelson, (Mr. Haimovitch).

Won by a neck, a length and a half. Time—3:15.

Pari-mutuel: For win, $28.20, for place first $12.20, second $12.00 and third $8.30.

Members' Sweep: First pony ticket 624, second 91, third 8. Unplaced.—655, 238, 187, 338, 704, 698, 30, 447, 210 and 177.

11.—The Southsea Stakes. For griffins of 1922. 1½ miles.

Mr. Chow Chang's skew. Unicorn, (Mr. Knoll) 152—1
Mr. Henry Morriss' bay Downsfield, (Mr. Heard)158—2
Mr. G. L. Ho's roan. Storm Star, (Mr. Harper) .155—3

Also ran: Takeo, (Mr. Hill); and Little Chance, (Mr. L. F. Soong).

Won by a head, a length and a half. Time—3:23 2/5.

Pari-mutuel: For win, $23.30, for place first $10.00, second $9.40 and third $——.

Members' Sweep: First pony ticket 332, second 322, third 281. Unplaced.—317 and 333.

HARVARD CREWS TO RACE

Cambridge, Mass., March 24.—In order to determine whether they have slowed up, Dr. Howe, head coach of the Harvard crew, will race his freshmen eight of last year against the two other varsities tomorrow afternoon. This crew defeated Princeton and Cornell freshmen last year.

DRAMA, POWER, THRILLS.
You Get All Of These In
"THE FURNACE"
A PICTURE THAT WILL GRIP YOUR HEART.

Shanghai Races—Spring Training

GALLOPS YESTERDAY MORNING

Pony	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter
Bindle	boy	41.1	1.21.1	2.02.3	2.39	3.14	3.48	..	..	*34
Christmas Gift	boy	42	1.24	2.05	2.43	3.17	3.48.2	..	..	31.2
Roseleaf	boy	36.1	1.14.4	1.53.1	2.28.3	3.01.2	..	..	..	32.4
Tatouillard	GW	34.3	1.09.1	1.43.4	2.17.3	2.53.4	..	..	..	34.1
Guinea	boy	39	1.20	1.59	2.35	3.08.4	..	..	..	33.4
Last Call III	boy	37.2	1.16.1	1.52.4	2.28	3.01.2	..	..	..	33.2
Scesaplana	GW	37.1	1.13.2	1.48.2	2.21.2	2.54.3	..	..	..	33.1
Guldborg	BS	36.3	1.12.3	1.45.4	2.19.4	2.52.3	..	..	..	32.4
Nordborg	boy					2.52.3	..	..	..	32.4
Castle Sycee	boy	40	1.21	2.04	2.44	3.20	3.50	..	..	30
Farmlight	boy	38	1.17.1	1.54	2.30.1	3.01	..	..	..	30.4
Blazing Corn	boy	42.2	1.23	—	2.36	3.08.3	..	..	..	30.3
Oregon	SAS	36	1.09.3	1.41.3	2.15	..	..	..	..	33.2
Cloister	boy	38	1.15	1.50.3	2.26	2.58.1	..	..	..	32.1
Nationalist	boy	39.2	1.17.	1.53.2	2.29.3	3.02.3	..	..	..	33
Invincible King	CRB	38	1.13.4	1.54	2.31.2	3.06.1	3.44.1	..	..	38
Tynesider	JKB	36.2	1.12.3	1.47.4	2.22.1	2.53.4	(last 1¼ of 1½)	..	..	31.3
The Copper Bird	boy		(chipped in last 1¼)				..	..	..	31.3
Zenda	SAS	38.3	1.13.2	1.46	2.16.3		..	..	..	30.3
Blackmail	CRB	38	1.14.2	1.49.3	2.24.3	2.56.4	..	..	..	32.1
Yellowmb	boy	34	1.06.4	1.39.4			..	..	..	32.3
King's Cross	boy	40	1.20	1.56	2.29.3	3.01	(last 1¼)	..	..	31.2
The Peregrine	WH	35.2	1.14	1.50.1	2.24.1	2.56.4	3.29.4	..	..	33
The Magpie	boy	beaten off								
Wild Weishman	NLS	41	—	—	2.56	3.36	4.09	..	..	33
The Oof Bird	JKB	36.2	1.10.2	1.47.1	2.22.3	2.57.1	3.30.1	..	..	33
Silvaplana	boy	39.1	1.16	1.52.2	2.23.2		..	..	..	31
Grey Mist	EM	37	1.15.2	1.57.3	2.37.3	3.13.2	3.40	..	..	32.3
Astral	boy						..	..	..	32.3
The Knut	RM	39.4	1.16.1	2.53.4	2.28.2	3.00.3	3.32.3	..	..	32
Amtree	CRB	36.2	1.16.2	1.53.2	2.28	2.58.3	..	..	..	30.3
Chang So Lin	AND	36.2	1.11.4	1.47	2.22.2	2.57.4	..	..	..	35.2
Skyhigh	boy					2.58.4	..	..	..	36.2
Herne Bay	boy	39.2	1.16.4	1.50.2	2.25.3	3.00	..	..	..	34.2
See Fong	boy	36.4	1.12.4	1.48.2			..	..	..	31.3
Old Bill	MOS	48.3	1.28	2.07.2	2.45.1	3.21	3.55.3	..	..	34.3
Christmas Card	AJPH	36.4	1.11.4	1.45.1	2.18.2	(last mile, whole time 3.30)				33.1
Flying Fox	RES	35	1.09	1.43.2	2.18	2.54	..	..	..	36
White Heather	boy	40	1.20.1	—	2.34.4	3.05.3	..	..	..	30.4
Sherwood	WH	35.4	1.12	1.50	2.26.1	2.59.4	3.31	..	..	31.1
Retentive	AND	33	1.06.3	1.42	2.17.3	2.50.1	..	..	..	32.3
Terminal	AK	37	—	1.45	2.20	2.56	..	..	..	36
Blot	MOS					2.56.2	..	..	..	36.2
Columbia	CRB	39.1	1.16.1	1.53.3	2.32.4	3.10.2	3.44	4.14.3	..	30.3
Thomas a Becket	AND	36.3	1.12.2	1.47.2	2.20.1	2.51.4	3.24.3	..	..	32.4
Pilgrim	boy		chipped in last mile				..	..	..	33.1
Assurance	WH	37.2	1.07.3	1.40.4	(last ¾ of 1 whole time 2.14)				..	33.1
Colorado	AK	38.1	1.14.4	1.52	2.25.4	2.59.2	3.32.3	..	..	33.1
Shenkoland	AND	35.4	1.13	1.47.4	2.20.4	2.53.2	..	..	..	32.3
Indiana	AK	39.2	1.19	1.55.4	2.29.4	3.01.3	..	..	..	31.4

*On the inside course.

Dempsey's Punch Would Beat Lewis

(Continued from Page 1)

the match could not be staged in this State. New Jersey probably would welcome the contest.

Lewis would be restricted to legitimate wrestling holds and would not be permitted to use the stranglehold as employed by Evan Lewis of Chicago, who was the original strangler.

The quality that would win a contest between Dempsey and Lewis is speed. Dempsey is the fastest heavyweight with hands and feet since Jim Corbett was in his prime. This speed enables Dempsey to reach an opponent with a punch that in forcefulness was not excelled by any of his predecessors in the championship. The present champion has conducted himself in a manner to assure the retention of his speed.

LEWIS HEAVY AND SLOW

Lewis in the past few years has acquired a mountain of flesh. He weighed 238 pounds the last time he wrestled and was anything but speedy in his movements. There is hardly a doubt that Dempsey would be able to feint Lewis into an opening for a shot to the jaw, and this would be followed by others with machine gun rapidity. Even if Lewis were not floored by these jolts he doubtless would be so weakened as to put him on the defensive and make the headlock useless.

If Dempsey were merely a clever boxer, without his terrific hitting power, he would not have a chance against Lewis. The wrestler would take everything that was sent in order to get to close quarters and secure a hold. But the man who floored Jess Willard seven times in the first round would not fail to reach Lewis with sledgehammer blows early in the combat. Those punches would subdue the Strangler.

There have been a number of contests between wrestlers and boxers, and the grapplers have been victorious. However, the boxers were not noted for skill or hitting ability.

Gotch, Bauer and other great wrestlers were always eager to meet noted boxers, but never got a match. Incidentally, Gotch, Dr Roller and other wrestlers tried their hands at boxing and failed to achieve much distinction.

Jim Corbett once stopped a strong man and wrestler in a gymnasium encounter. The plan of the strong man (who had been accustomed to breaking planks with his fist) was to get in close and disable Corbett by hitting him on the arms. But the strong person never got in close, because Corbett jabbed him in the face so fast he could see nothing but gloves. Then Corbett brought up a right uppercut, after which the strong man returned to his regular business of breaking chains and splitting planks.

Kid McCoy stopped a savate champion in Paris some years ago. The Frenchman made a vicious kick at McCoy's head and missed. Before the savate expert recovered his balance McCoy planted a corkscrew punch on the Parisian's masticating department and the subsequent proceedings interested him not at all.

It is possible that Dempsey, failing to find profitable matches in defense of his title, may make a match with Lewis.

DIES AFTER PLAYING GAME

Middletown, Conn., March 19.—Douglass Horton, seventeen-year-old captain of the basketball team of the local high school, died suddenly of heart failure last night after he had completed the game in which his team was competing against the Winsted High School Medical Examiner J. Francis Calef said death was due to pulmonary congestion and consequent overstrain on the heart.

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Sport And Stage

(Continued from Page 1)

was resting on the couch, and immediately burst into tears.

"What's the matter darling?" asked the mother.

"It's—it's daddy!" sobbed the little girl.

"Well, why are you crying?"

"H-how ever shall we g-get poor daddy out of that little hole?"

* * *

HER LOST "GEMS"

Miss Nancie Lovat, the charming principal lady in "The Golden Moth," tells a new story that is going the rounds of theaterland.

It concerns a certain actress who is taking a minor part—a very minor part—in a musical comedy that is just now touring the provinces.

One day she came to the manager in tears.

"My diamonds!" she cried. "They have been stolen from my dorothy bag."

The manager smiled ever so slightly. "Oh, well," he said, soothingly, "I shouldn't worry about a trifle like that."

"All very well for you to talk!" pouted the actress. "But there was a ten-shilling Treasury note in the bag, and that's gone too!"

The manager's face became suddenly grave.

"That's a different matter," he said. "We'll send for a detective at once."

* * *

WHAT A RACE!

There were murmurs aboard a certain merchantman when word spread among the crew that the ship would not, after all, put in at the next port of call, but merely drop the mail into a small boat and go on. The ship had not put into a port for many weeks.

The disappointment was too much for one seaman, who leaped into the sea and started to swim for the visible shore.

The captain ordered a member of the crew to go after him and bring him back before he reached land. An excited lookout kept all on deck posted regarding the progress of the race.

"He's gaining! He's gaining! Two hundred yards! Hundred yards! Fifty yards! In a dozen strokes he'll have him! Five more strokes! A yard to go——Great Scott!"

"What is it? What is it?" asked the skipper.

"Great Scott, sir! he's passed him!"

* * *

GO UP ONE!

A minister was examining the children of a Sunday-school in their knowledge of Bible characters and began:

"Who was the first man?"

"Adam!" they all answered in chorus.

"Who was the first woman?"

"Eve!" they all shouted.

"Who was the meekest man?"

"Moses!"

"Who was the meekest woman?"

Everyone was silent. Finally a little hand went up, and the minister asked:

"Well, my little man, who was she?"

"There wasn't any," asserted the boy.

* * *

IONA——!

The inspector put his hand on the golden head of the tiniest girl in the class, and smiled kindly.

"What is your name, little girl?" he asked.

"My name's Iona," she piped nervously.

"And what is your surname?" asked the great man.

"Please, sir," she replied, "I would rather not tell."

"Come, come," said the inspector. "You needn't be afraid of telling me your surname."

"'Cos mum don't 'arsh?" said the little maid anxiously.

"Well, sir, my surname is Ford," was the answer. And he had to laugh, after all.

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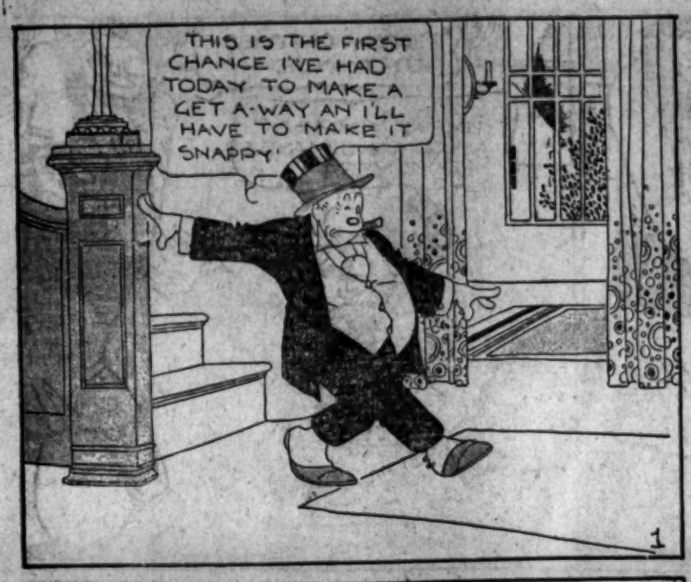
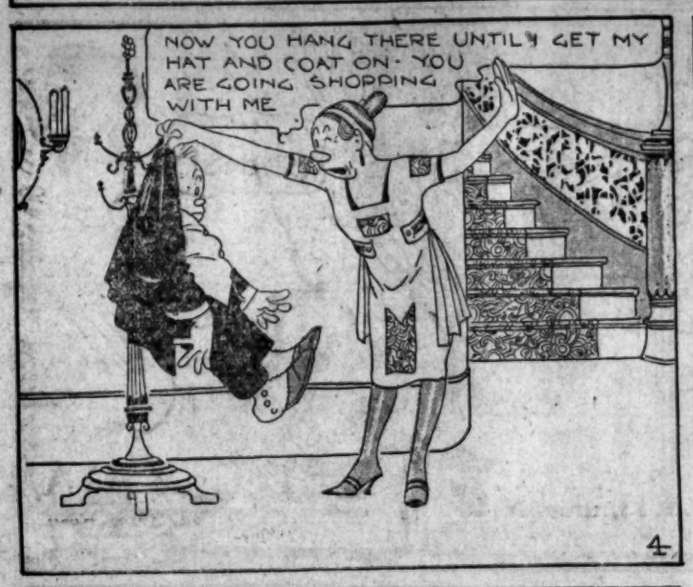


HOW DO YOU DO- MRS BROWN- ARE YOU GOING TO THE SMITH'S RECEPTION TOMORROW?
YES INDEED· I JUST GOT A NEW DRESS AND I WOULDN'T THINK OF STAYING AWAY·
2



WALK AHEAD· I'LL KEEP A GOOD HOLD ONTO YOUR COAT·
YOU'LL NOT GET AWAY FROM ME YOU WORM·
I WISH I WUZ IN JAIL SO I WOULD HAVE A LITTLE LIBERTY·
5

NOW THERE IS A TIE THAT WOULD LOOK WELL ON ANY BODY
THEN I GUESS MY HUSBAND CAN WEAR IT
IF I KIN JUST GIT ON THIS ESCULATOR· I GIT AWAY
7

THAT TIE GOES WELL WITH A DARK COAT·
IT'S VERY PRETTY·
I WOULDN'T MISS THAT PARTY AT DUGAN'S IF I HAD TO GO WITH OUT A COAT
TAKE ESCULATOR TO MEN'S CLOTH DE
8

Little Jimmy

1. "I'VE SIMPLY GOT TO TO HAVE SOME OF FAKEMS ELIXIR FOR MY COLD"
"WE'LL SEND JIMMY FOR IT AT ONCE!"
"JIMMY, GO TO THE DRUGGISTS AND GET YOUR UNCLE CHARLES A BOTTLE OF FAKEMS ELIXIR"
"YES SIR."
2. "DED YU SAID YU HAD SAXTY CAT OR CATTLES?"
"AY SAID AY HAD SAXTY CATTLES. AND THEY'RE HALF YOURS EF YU MARRY BY ME."
3. "THIRTY CATTLES- ER- MAYBE —"
"YUMPIN' YIMMINY! A VOOMANS 'MAYBE MEANS 'YES'!"
4. "THIRTY CATTLES —"
"COME LENA BEFORE YU MAKE CHANGE IN YOUR HEAD WE GO TO THE YUSTICE OF DER PEACES"
5. "AND NOW I PRONOUNCE YOU MAN AND —"
"VOT AM I DOIN'?"
6. "DURNATION"
"HI! BEANS!"
7. "DOG LET MY PRIZE HOG ALONE!"
"SOMETHING MAKES ME FEEL HAPPIER ALREADY"
"HI YUDGE. COME BACK UND FINISH THIS!"
"HI BEANS COME BACK HERE!"
AND AS TO UNCLE CHARLES
8. "I'M SURE UNCLE CHARLES IS IN TERRIBLE PAIN. JIMMY'S BEEN GONE AGES"
"I SUPPOSE I'LL HAVE TO GO."
9.
10.
11. "HI BEANS COME BACK- WHOA!"
12. "PLEASE BANE KIND TO THIS LITTLE BOY AN' HIS DOG. IF IT VASN'T FOR DEM AY VUDE BE MARRIED OOP WITH A BOOB VOT ONLY GOT SAXTY CATTLES. AY YUST GOT FULISH FOR A FEW MINUTES."
13. "HERE'S YOUR ELIXIR."
"I FEEL MUCH BETTER. I DONT NEED IT NOW."
SWINNERTON
COMIC SECTION